

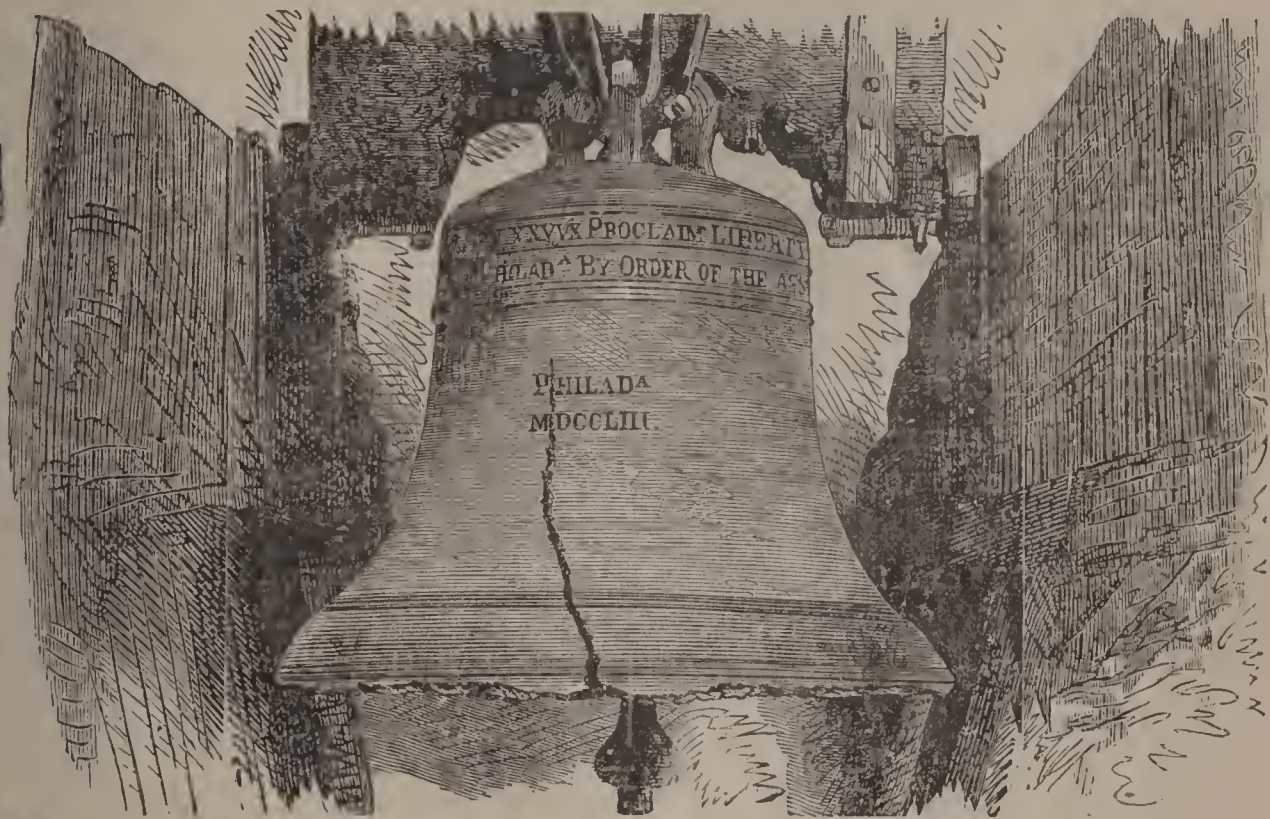
T
825
.A2P4



Pennsylvania railroad company

1776

THE
CENTENNIAL
EXHIBITION



AND THE

PENNSYLVANIA

RAILROAD

1876

Pennsylvania Railroad Co.,

PASSENGER DEPARTMENT,

PHILADELPHIA, April 20th, 1876.

TO THE TRAVELING PUBLIC.

THIS pamphlet will be distributed through Ticket Agents at all the principal railroad stations in the United States gratuitously, and copies will be mailed, free, to any address, on application to the undersigned.

A beautiful new book, entitled the "PENNSYLVANIA RAILROAD—HISTORICAL AND DESCRIPTIVE," recently published by this department, will be for sale upon all through trains. This book contains a concise and accurate review of early English and American Railroads, the origin and development of the Pennsylvania R. R. to the present time, with interesting notices of stations, scenery, industries and historical incidents. It is profusely illustrated with over one hundred fine engravings of noted scenery on the line of the road, popular views in the cities of Pittsburg, Philadelphia, and New York, and steel portraits of the present and former Presidents of the Company. Every traveler over the Pennsylvania R. R. should possess a copy of this elegant and valuable work.

All inquiries in relation to arrangements for transportation of visitors to the Centennial, addressed to the undersigned, will receive prompt attention, and every effort will be made to accommodate and oblige the patrons of this line.

The following representatives of this department will furnish full information, and make all arrangements desired for transportation from the several cities named :

SAM'L CARPENTER, *Gen'l Eastern Passenger Agent, 526 Broadway, N. Y.*

CYRUS S. HALDEMAN, *New England Ag't, 203 & 205 Washington St., Boston.*

J. N. ABBEY, *Pass. Ag't, Middle Dist., S. E. cor. Broad & Chestnut Sts., Phila.*

ED. S. YOUNG, *Ass't Gen'l Ticket Ag't, Calvert Station, Baltimore, Md.*

JNO. HANCOCK, *Agent, 13th St. & Penna. Ave., Washington City.*

THOS. E. WATT, *Agent, cor. 5th Ave. & Smithfield St., Pittsburg.*

Through tickets, summer excursion routes, sleeping car accommodations, maps and time schedules can be obtained at the following ticket offices of the Company :

BOSTON.

Nos. 203 and 205, (formerly 77 and 79) Washington Street.

NEW YORK.

No. 526 Broadway.

No. 1 Astor House.

No. 944 Broadway.

No. 8 Battery Place.

Depot, foot of Desbrosses Street.

Depot, foot of Courtlandt Street.

PHILADELPHIA.

S. E. Corner Broad & Chestnut Streets.

No. 838 Chestnut Street.

No. 116 Market Street.

Depot, 33d and Market Streets.

Centennial Depot, Exhibition Grounds.

No. 4 Chelton Avenue, Germantown.

BALTIMORE.

N. E. Corner Baltimore & Calvert Sts.

Calvert Station, N. C. Railway.
Union Depot, Charles Street.

WASHINGTON.

N. E. Cor. 13th St. and Penna. Avenue.

N. E. Cor. 6th St. and Penna. Avenue.
Depot, Baltimore and Potomac R. R., Corner 6th and B Sts.

PITTSBURG.

No. 78 Fifth Avenue, and Union Depot.

And principal Ticket Offices in New England, Eastern Pennsylvania, and the South.

L. P. FARMER,

Assistant General Pass. Agent.

D. M. BOYD, Jr.,

General Passenger Agent.

ADDRESS,

233 South 4th St., Philadelphia.

T825
A2P4

THE CENTENNIAL EXHIBITION.

World's Fairs are of modern origin, and are legitimate results of progress in the arts and sciences. When Flanders made woolen cloth for all Europe, when the Indies supplied that continent with silks, Persia and Turkey furnished it with carpets, Venice with glass, Saxony with porcelain, and Italy with articles of bijouterie—each of these nations enjoying a comparative monopoly of its specialty—the products of all could not, according to the sentiment of the age, be concentrated, because the desire was to retain the mystery of the art by which each profited. But, one by one, the secrets of these and other manufactures were obtained by the nations of Western and Central Europe; in some instances the discoveries being made by artifices and sacrifices approximating the marvellous, and, once gained, it was not long until those progressive nationalities achieved a mastery in producing the essentials of adornment and comfort which the world's advancing refinement demanded. Monopoly of production being no longer possible in any principal branch of industry, the producers soon learned the advantage of bringing together the fruits of their skill, so that the progress each had made could be demonstrated, and a stimulus thus be given to further improvement, both in results obtained and in methods of obtaining them. These gatherings served the purpose not only of schools in mechanics and manufactures, as well as in the higher branches of art, but they acted as stimulants to trade and commerce by demonstrating where improvements had been greatest, and thus indicating the best localities for procuring supplies.

The first of these general fairs of which any authentic record is preserved was held in France in 1798, at about the period when that nation was entering upon its wonderful career of manufacturing success. This was followed by similar exhibitions in 1801, 1802 and 1806. Then, for thirteen years they were intermitted, while industrial progress yielded to military ambition; but in 1819 they were revived, and were repeated in 1823, 1827, 1834, 1839, 1844 and 1849. Belgium held one at Ghent, in 1820; Ireland, at Dublin, in 1829; Prussia, at Berlin, in 1844; Austria, at Vienna, in 1846; England, at Birmingham, in 1849, and in succeeding years at many other provincial cities; Bavaria, at Munich, in 1854; Holland, at Amsterdam, in 1859; and Russia, at Moscow, in 1872. These fairs were at most only international—the products exhibited being those of the nations holding them, with limited contributions from outside

communities with whom commercial intercourse existed, and who were attracted by a desire for increased trade.

The first exhibition deserving the name of World's Fair was held in London, in 1851. This was followed by one, designed on an approximate scale, in New York, in 1853. Paris came next, in 1855. London repeated its exhibition on a grander scale, in 1862. Paris again followed by one more complete, in 1867; and Vienna inaugurated the largest ever yet held, in 1873. The South American Republic of Chili held one at Santiago, in 1875. Next in order will come that in Philadelphia, in 1876, designed to commemorate the Centennial of the Independence of the United States. As this will be the most interesting of all similar exhibitions because of its commemorative character, as well as the largest in area, the widest in scope, and, in all probability, the most numerously attended, a notice of its inception and progress may not be uninteresting.

In December, 1866, Professor J. L. Campbell, of Wabash College, Indiana, wrote to Hon. Morton McMichael, then Mayor of Philadelphia, suggesting the holding of an International Exhibition at that city in 1876, as the most suitable method of observing the completion of the first century of American national existence, and presented many reasons why such Centennial celebration should be held in Philadelphia. Mayor McMichael, in reply, cordially endorsed the proposition in his own behalf, as well as on the part of many prominent citizens of the city, and promised to take measures, at the proper time, to secure its accomplishment. In November, 1868, Professor Campbell wrote a second letter to Mayor McMichael, urging immediate action, and to this received a reply concurring in the opinion that the time had arrived when an active effort should be made to carry out the suggestions previously submitted and considered.

The agitation of this subject was continued in various ways, and on the 20th of January, 1870, John L. Shoemaker, Esq., a member of the Select Council of Philadelphia, introduced resolutions, which were unanimously adopted in that and in the Common Branch, endorsing the proposition to hold an International Exhibition at Philadelphia, in 1876. These resolutions were the first official act relating to a Centennial celebration. The Legislature of Pennsylvania and the Franklin Institute of Philadelphia promptly endorsed the movement, and appoint-



ed committees to unite with the joint committee of City Councils in presenting a memorial to Congress, showing the design and scope of the enterprise, and the importance of its being held under the auspices of the Government of the United States.

The memorial of these committees was presented to Congress in January, 1871, and in accordance therewith, Hon. D. J. Morrell, a representative from Pennsylvania, and Chairman of the House Committee on Manufactures, introduced a bill creating the United States Centennial Commission, whose duty it was to prepare and superintend the execution of a plan for holding an Exhibition of American and Foreign arts, products and manufactures, under the auspices of the Government of the United States, in the City of Philadelphia, in the year 1876, which bill was enacted into a law on the 3rd of March, 1871.

This legislation gave the proposed Exhibition the prestige of a national enterprise, and the commissioners authorized under it were promptly appointed by President Grant. On the 1st of June following, an act was passed creating the Centennial Board of Finance, and defining a plan by which the funds necessary for the Exhibition were to be raised.

The Commissioners met in Philadelphia on the 4th of March, 1872, representatives being present from twenty-six States and Territories. By-laws for the government of the Commission were adopted; various committees necessary were named, and Hon. Joseph R. Hawley, of Connecticut, was elected President of the Commission. The meetings of the Commission were continued, with some interregnums, until the end of May following, and during these sessions a large amount of preliminary business was transacted, such as defining a general plan of the Exhibition, the establishment of a financial scheme by which the requisite funds were to be secured, and the calling for architectural designs for the principal buildings to be erected.

The Commissioners being gentlemen of character and energy, the work entrusted to them was steadily prosecuted, often in the face of great obstacles and against unreasonable prejudices, until not only the entire American Union, but the whole civilized world, conceded its importance and joined in carrying it to a successful termination. At a session of the Commission, held subsequent to the dates given, Hon. A. T. Goshorn was unanimously elected Director-General of the Exhibition, and Prof. John L. Campbell, of Indiana, permanent Secretary. These gentlemen, together with Mr. Hawley, the President, have been continued in their positions to the present time, contributing largely, by their zeal and ability, to the perfect success of the enterprise. Mr. Goshorn took up his residence in Philadelphia and gave himself wholly to the work in October, 1873; Mr. Campbell about the same time, and Gen. Hawley early in June, 1875. A similar meed of praise is due to Hon. Daniel J. Morrell, Chairman of

the Executive Committee of the Commission. A very great and very honorable work was done by the associate corporation, the Centennial Board of Finance, of which Hon. John Welsh has always been President, Hon. Frederick Fraley, Treasurer, and Hon. William Bigler, Financial Agent—the calamitous financial crisis that began in September, 1873, having made their labors infinitely more arduous than, under ordinary business conditions, they would have been.

A clause in the act creating the Centennial Commission provided that the President should, when informed by the Governor of the State of Pennsylvania that provision had been made for the erection of suitable buildings for the purposes of the Exhibition, make proclamation of the fact. Governor Hartranft, of Pennsylvania, having informed President Grant on the 24th of June, 1873, that these provisions had been complied with, the required proclamation was made on the 3rd of July following. In that proclamation the President defines the character of the Exhibition, and declares that, “in the interest of peace, civilization and domestic and international friendship and intercourse, I commend the celebration and Exhibition to the people of the United States, and in behalf of this Government and people, I cordially commend them to all nations who may be pleased to take part therein.”

The details marking the progress and growth of the Exhibition, from the permanent organization of the Commission down to the present time, when its magnitude is assured and its unprecedented interest as an event in the World's history established, would, however interesting, be too cumbersome for a sketch of this kind. Those charged with its management have, by constant and timely exertions, overcome prejudices, removed obstacles, inspired enthusiasm, and secured co-operation, until a complete triumph has been gained; and when the doors of the magnificent monumental structures erected are opened to visitors, they will admit representatives from every land, who will come, not only as contributors to the latest object-lesson in human progress, but as students of the wonderful achievements of a century of national liberty.

Before leaving this branch of the subject, simple justice demands that the liberality of the State of Pennsylvania and the City of Philadelphia toward the Centennial Exhibition should be acknowledged. The amount appropriated by the State, directly for Centennial purposes, aggregates one million and fifteen thousand dollars, and by the City, one million five hundred and seventy-five thousand dollars, showing a total contribution from these two sources of two million five hundred and ninety thousand dollars. In addition, the private subscriptions by citizens of Pennsylvania amount in the aggregate to two millions and a half more, making a total direct contribution to the Centennial fund, from Pennsylvania alone, of more than five millions of dollars.

The Exhibition will be held in Fairmount Park, in the city of Philadelphia, and will be

opened to the public on the 10th day of May, 1876, and closed on the 10th day of November following. Articles in the Exhibition, except in such collective exhibits as may receive special sanction, are classified in seven departments, as follows: I. Mining. II. Manufactures. III. Education and Science. IV. Art. V. Machinery. VI. Agriculture. VII. Horticulture.

The MAIN EXHIBITION BUILDING, in which are grouped the departments of Mining, Manufactures, Education and Science, located by countries geographically, in sections running crosswise from north to south, is in the form of a parallelogram, extending east and west 1,880 feet, and north and south 464 feet. This building stands upon six hundred and seventy-two stone foundation piers, and embraces in its construction 3,928 tons of rolled iron, 237,646 square feet of glass, and 1,075,000 square feet of roofing tin, equal to twenty-four and five-eighths acres. There are 672 wrought iron columns used, varying in height from 23 to 125 feet, and weighing in the aggregate 2,200,000 pounds. The weight of iron in the roof is 5,000,000 pounds. The larger portion of this structure is one story in height, and shows the main cornice on the outside, 45 feet above ground, the interior height being 70 feet.

The general arrangement of the ground plan shows a central avenue or nave 120 feet in width, and extending 1,832 feet in length. This is the longest avenue of that width ever introduced into an Exhibition Building. On each side of this nave there is an avenue 100 feet in width by 1,832 feet in length. Between the nave and side avenues are aisles 48 feet wide, and on the outer sides of the building smaller aisles 24 feet in width. Upon the corners of the building there are four towers, rising to a height of 75 feet. In two of these towers steam elevators are introduced, which will carry visitors to platforms where a complete view of the entire interior of the edifice can be obtained. One of these elevators will be exclusively devoted to the use of women, the other to men. The area of Exhibition space contained in this building is twenty-one and a half acres.

The MACHINERY BUILDING is located 542 feet from the west front of the Main Building, and is upon the same line, the two buildings presenting a frontage of 3,824 feet upon the principal avenue within the Exhibition grounds. The building consists of the Main Hall, 1,402 feet long by 360 feet wide, and an annex on the south side of 208 by 210 feet. Like the Main Building the principal portion of this structure is one story, showing the main cornice on the outside at a similar height of 40 feet from the ground, the interior height varying from 40 to 70 feet.

The arrangement of the ground plan shows two main avenues 90 feet wide by 1,360 feet long, with a central aisle between and an aisle on each side. Each aisle is 60 feet in width, the two avenues and three aisles making the total width of 360 feet. At the centre of the building is a transept of 90 feet in width,

which at the south end is prolonged beyond the Main Hall. This transept, beginning at 36 feet from the Main Hall and extending 208 feet, is flanked on each side by aisles of 60 feet in width, and forms the annex for hydraulic machinery. The promenades in the avenues are 15 feet in width, in the transept 25 feet, and in the aisles 10 feet.

The annex for hydraulic machines contains a tank 30 feet by 160 feet, with depth of water of 10 feet. At the south end of this tank will be a waterfall 35 feet high by 40 feet wide, supplied from the tank by pumps upon exhibition. This building embraces fourteen acres of floor space.

The ART GALLERY is a permanent edifice, erected at the joint expense of the State of Pennsylvania and the City of Philadelphia, and is to be used in connection with the Exhibition, after which it will remain as a free Art Museum and Institute. It is constructed entirely of granite, iron and glass, and is completely fire-proof. This structure is 365 feet in length, 210 feet in width, and 59 feet in height, rising from a basement elevated 12 feet above the surrounding plateau. It is crowned by a massive dome, rising 150 feet from the ground, constructed of iron and glass, surmounted by a colossal bell upon which stands a female statue, emblematic of Columbia, twenty-three and a half feet high, cast in zinc, and weighing three tons. Four other smaller statues stand at the base of the dome. This building occupies a commanding situation, overlooking the Schuylkill river and the city in the distance. In style it is massive and ornate, combining architectural effects novel in America but admirably adapted to an edifice of this kind. The central hall is 287 feet long and 85 feet wide, capable of holding 8,000 persons. In this edifice the fine arts alone will be represented, embracing the richest gems of painting and sculpture culled from the collections of the Old and New Worlds. So great has been the demand for space in which to exhibit these art treasures, that it has been found necessary to double the area originally provided, and this has been done by the erection of fire-proof temporary additions to the Art Gallery. There can scarcely be a doubt that the display made in this edifice, during the Centennial, will equal, if not excel, in extent, variety and beauty, any similar exhibition ever held.

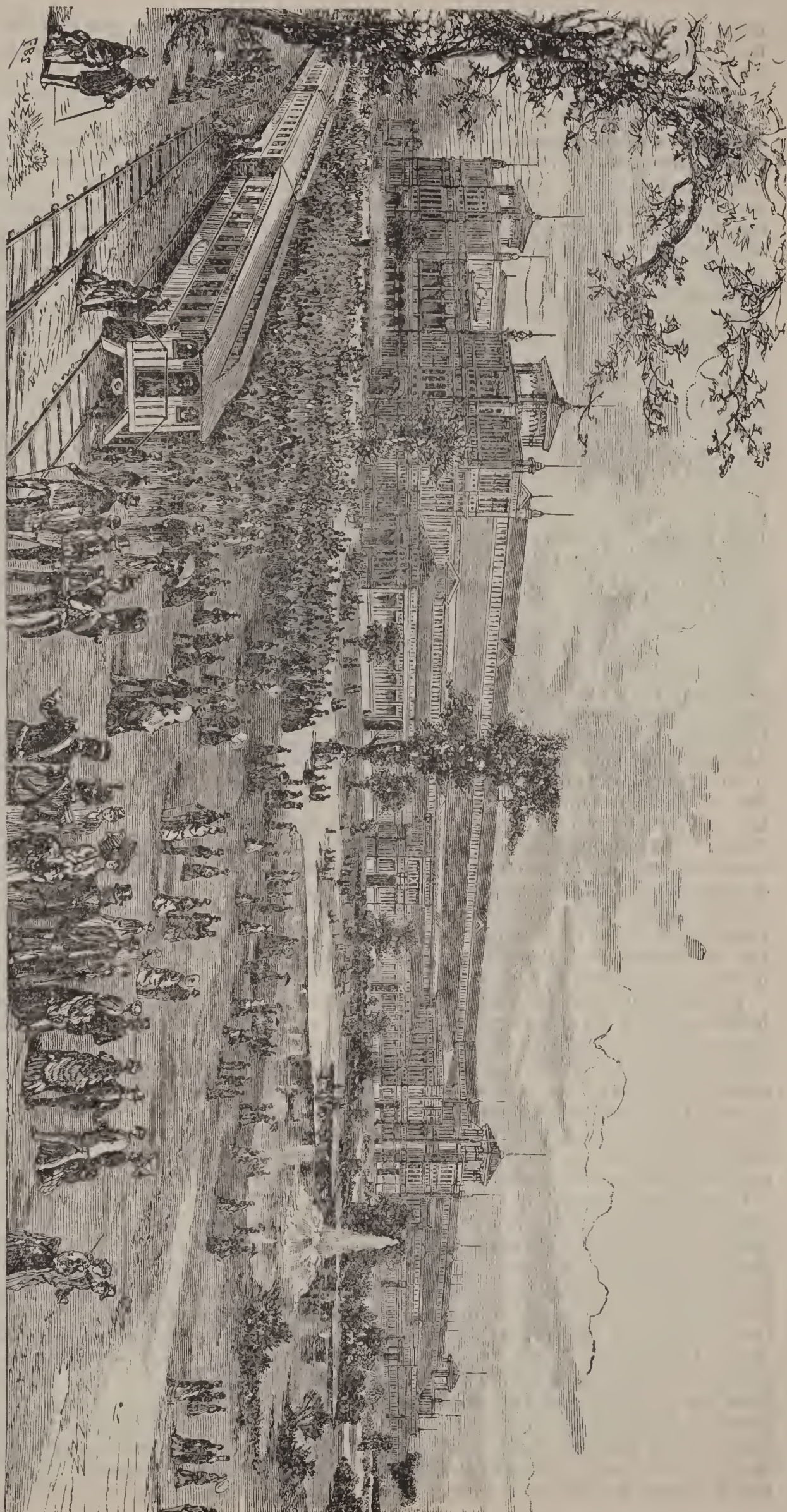
The HORTICULTURAL BUILDING is a crystal palace of remarkable beauty, and, like the Art Gallery, was erected at the cost of the City of Philadelphia, as an adjunct to the Centennial Exhibition and a permanent ornament to Fairmount Park. It occupies a position commanding a wide view of park, river and city, and is in the Moresque style of architecture of the twelfth century, the materials used in its construction being principally iron and glass. In length it is 383 feet, in width 193 feet, and in height, to the top of the lantern, 72 feet.

This edifice is devoted entirely to the exhibition of flowers, plants, shrubbery, and rare botanical and horticultural specimens, collected from all quarters of the world. The artificial

temperature created causes many varieties of lofty palms of the tropics to grow as they are seen in the lands of their nativity, while orange, lemon, and other fruit-bearing trees of the sunny South, show their gleaming fruitage through the redundancy of verdure that clusters around them. Surrounding the edifice are parterres of flowers and plants, artistically arranged, with fountains playing amidst them, vivifying with their moisture the luxuriant growth. Promenades extend in all directions through these beds of verdure and perfume, and the visitor can ascend to galleries inside the building which overlook the entire conservatory bringing into view a scene of loveliness as entrancing as a poet's dream.

The AGRICULTURAL BUILDING consists of a long nave crossed by three transepts, both nave and transepts being composed of Howe truss arches of Gothic form. The nave is 820 feet in length by 125 feet in width with a height of 75 feet from the floor to the point of the arch. The central transept is of the same height, and 100 feet breadth, the two end transepts 70 feet high and 80 feet wide. The four courts enclosed between the nave and transepts, and also the four spaces at the corners of the building, having the nave and end transepts for two of

MACHINERY HALL.



their sides, are roofed and form spaces for exhibits. Thus the ground plan of the building will be a parallelogram of 540 by 820 feet, covering a space of above ten acres.

This building is admirably arranged and situated for exhibits representing arboriculture and forest products; pomology; agricultural products; land animals; marine animals; fish culture and apparatus; animal and vegetable products, (used as food or as materials); textile substances of vegetable or animal origin; machines, implements, and processes of manufacture; agricultural engineering and administration; and tillage and general management. The display of these articles will be unusually large, comprehending all nations, and from this fact cannot fail to possess extraordinary interest to many visitors. The exhibits will be arranged by classes, all articles of a similar kind, no matter from what country or clime they come, being grouped together, thus affording superior opportunities for examination and comparison. The grounds for the display of live stock are outside the exhibition enclosure but within convenient distance, and contain every requisite for the care and comfort of the animals on exhibition. In June and July the trials of mowers and reapers will be made on the extensive and beautiful farms secured for the purpose in Bucks County, Pennsylvania, immediately adjacent to Philadelphia. Trials of steam plows and tillage implements will be had on the same farms in September and October. The exhibition of horses, mules and asses will take place from September 1st to 15th; of horned cattle from September 20th to October 5th; of sheep, swine, goats and dogs from October 10th to 25th, and of poultry from October 28th to November 10th. There are three first-class driving parks in the near vicinity of Philadelphia, and arrangements have been made by which the finest and most famous trotting and running stock in the United States can, during the six months of the Centennial Exhibition, be seen in contests for superiority.

The buildings thus sketched embrace an exhibition space of forty-eight and a half acres, while other public and private edifices erected, directly for the purposes of the Exhibition, increase this space to seventy-five acres. This exceeds the area of the London Exhibition of 1862, fifty-one acres; of the Paris Exhibition of 1867, thirty-four and a half acres; and of the Vienna Exhibition of 1873, twenty-five acres.

Grand and imposing as these five Main Exhibition buildings are, (and the general verdict of all who have seen them is that they are faultless in design and perfect in construction,) they are yet but centres in which the principal features of the Exhibition, classified under the five distinctive headings of Manufactures, Machinery, Fine Arts, Horticulture and Agriculture, will be grouped. Five other edifices have been erected, which are properly classified as public, to distinguish them from the numerous buildings constructed by nations, states and individuals for special uses and special exhibits. Of these the UNITED STATES GOVERNMENT BUILDING,

erected by the General Government, is one of the most striking within the Centennial enclosure. It is 500 feet in length by 360 feet in width, covering an area of more than four acres, while its immediately contiguous grounds, utilized for exhibition purposes, increase the space to seven acres. The exhibits made by the Government, in and around this edifice, are numerous and peculiarly interesting, embracing, among others, specimens of all kinds of coins and currency; by the Treasury Department of rare and valuable papers and documents, by the State Department; of all varieties of arms old and new, by the War and Navy Departments, including the heaviest field, marine and fortification ordnance ready for action; of curious archæological, geological and mineralogical curiosities, by the Smithsonian Institute; of a modern field hospital, 152 by 84 feet, with complete equipment, by the Army Medical Bureau; of an encampment showing, in detail, the habits and modes of life, and surroundings of the American Indians on the Western prairies, by the Interior Department; and of the means used for recording and predicting climatic changes, by the world-renowned Weather Bureau.

The WOMEN'S PAVILLION is a very rich and tasteful edifice, in the form of a Maltese cross, 208 feet by 208 feet. It is emphatically what its name implies—a women's Pavillion—originated and paid for by the women of America, and devoted to the exclusive exhibition of the products of woman's art, skill and industry. The peculiar characteristics of this building, as well as its excellent arrangement, will unquestionably make it one of the interesting features of the Exhibition. The remaining public edifices, all of which are tasteful specimens of architecture, are the Judges' Pavillion, 152 by 113 feet, containing ten committee rooms, four private rooms for the use of the Exhibition Judges, and two large halls; the office of the Centennial Board of Finance, and the office of the Centennial Commission.

The edifices erected in the grounds, and classified as private, are over fifty in number, and are dotted on all portions of the broad space, presenting a variety of design that adds materially to the general attractiveness of the scene. In this interesting collection the Kingdoms of Great Britain, Spain, Portugal and Sweden, the Republic of France, the Empires of Germany, Brazil and Japan, and the Dominion of Canada, are represented. The States of Pennsylvania, New Jersey, New York, Ohio, Indiana, Illinois, Michigan, Wisconsin, New Hampshire, Connecticut, California, Massachusetts, Arkansas, Delaware, West Virginia, Kansas and Colorado, each has its special building for the accommodation of its citizens. Suitable edifices are erected for the illustration and exhibition of photography; for the Bible Society; for the shoe and leather interest; for the wagon and carriage interest; for the milk-dairy association; for the brewery interest; and for the exhibition of various schools in America and in Sweden.



ART GALLERY.

Plans and models of the cities of Paris, Jerusalem and Mexico, on a grand scale, will be shown. A Japanese dwelling, complete in all minutia—the material used in the construction of which, as well as the workmen who constructed it, all being brought from Japan—stands near one extremity of the enclosure, and a Vienna bakery and coffee house are in operation near another. Five restaurants are located at convenient intervals, all completely finished and furnished. These will probably prove as interesting as they will certainly be useful to visitors. The Restaurant “Les Trois Freres Provençaux,” and “Sudreau’s Restaurant,” are not only French but Parisian, their furniture and attendants having been brought from that capital of epicurean refinement, and in all essentials they will be exact counterparts of the famed *Cafés* of the Boulevards. Lauber’s “German Restaurant and Garden” will reproduce at the Exhibition the genial profusion and social peculiarities of the Fatherland, the memory of which no wanderer from the regions of the Rhine and the Danube ever lets die. The two Restaurants, “The American” and “The South,” represent both sections of the Union, and compare favorably, in all respects, with those modeled after the standards of the Old World, while no dish peculiar to the taste of “Uncle Sam” will be lacking from their larders. These

four establishments will comfortably accommodate fifty thousand guests each day; and so careful have the Centennial authorities been to guard against imposition upon the public, that an attempt at extortion by any one of them will, by the provisions of the concession granted, be cause for the immediate closing of the offending establishment. In addition to these, there are eight other large restaurants in the immediate vicinity, outside the Centennial enclosure, and minor places of refreshment are multiplied almost indefinitely. Scores of soda-water fountains, distributed through the grounds, will give forth refreshing drafts, and a fountain of pure ice-water, maintained by the Temperance organizations, will supply nature’s beverage to all, without stint or price. The magnificent fountain, erected by the Catholic Total Abstinence Societies, stands near the west end of Machinery Hall, and close by is the Hebrew monument; while the statue of Dr. Witherspoon, the Reverend patriot of the Revolution, rises not far from the east end of the main Exhibition Building. Several other monumental statues are erected in other portions of the grounds. Every nook and corner of the vast enclosure is utilized or beautified, and wherever the visitor may turn he will see something to study or admire. Above each entrance of the various buildings will be a numbered banner surmounted by

a small flag. The color of the flag will correspond with the border of the banner, and indicate the class of the building, viz: Blue—buildings erected by the Centennial Commission; red—United States and State buildings; white—foreign buildings; yellow—restaurants, places of entertainment, etc.; green—miscellaneous buildings.

No opportunity such as this Exhibition affords has ever been, or probably ever will be, presented to the American people for observing the peculiarities of dress and manners of the nationalities of the world. Each department will be attended by individuals in the costume of the nation it represents; and thus the Egyptian, the Turk, the Japanese, the Chinese, the Moor, the Persian, the Spaniard, the Swiss, the Swede, the Russian, the South American, and the Pacific Islander, will be seen as in his own land, pursuing his home avocations. The various races will be blended on a common ground, exemplifying the distinctions of form and feature which separate the human family into its dissimilar groups. Soldiers in the uniforms of England, Spain, Germany, France, Italy, Belgium, and the United States, will illustrate the tastes and traits of those powers. The domestic life of many lands will be contrasted; and, in countless ways, the kaleidoscope of the world, as it exists in the nineteenth century, will present itself to the Centennial visitor.

The grounds on which the Exhibition is held are enclosed within a close board fence, nine feet high and sixteen thousand feet, or near three miles, in circuit, within which is an area of two hundred and thirty-six acres. The walks and drives through these grounds have a total length of seven miles, while five and a half miles of narrow-gauge railway, operated by steam, surround and intersect them, affording rapid and cheap facilities of communication between the principal buildings and points of attraction. Two ornamental bridges are thrown across intervening ravines, and a crystal lake of more than three acres affords facilities for the exhibition of Venetian gondolas and other unique watercraft. All the details of lighting, draining, policing, etc., have been carefully provided; the supply of pure water is abundant; retiring rooms are located in all the principal buildings, while a "House of Public Comfort" contains separate parlors for ladies and gentlemen, barber shops, storage rooms and other conveniences. The telegraph system includes a central office and numerous sub-offices, with wires leading to all parts of the country. Ticket offices are erected where all arrangements for railway travel in any direction can be made. A National Bank within the enclosure will afford every facility for the transaction of financial business. A select police force of ample strength will insure protection to person and property; and a special fire brigade will guard the treasures collected from all danger of conflagration.

The whole area of Fairmount Park, of which the site of the Exhibition forms a part, immediately surrounds the Centennial grounds. This

park embraces three thousand acres, and is renowned for its natural and artificial beauty. The Schuylkill river—on which steamboats regularly ply, and over whose placid and pellucid waters lighter craft compete for local or national prizes—flows for miles through it; the wild and wooded Wissahickon contributes to its attractiveness; the lovely cemetery of Laurel Hill shows its wealth of monuments and foliage on its borders, and a score of places memorable in Revolutionary history are scattered over its grassy knolls or nestle among its grand old trees. Several observatories, rising to a height of two hundred feet and upwards, stand in the near vicinity of the Exhibition, to the top of which visitors are elevated by steam power, and from thence have a view for many miles in all directions over the surrounding country. A few hundred yards distant from the Exhibition enclosure are the Gardens of the Philadelphia Zoological Society, in which is the largest and most varied collection of living curiosities ever congregated in America. These gardens are beautifully arranged, well shaded and carefully kept, and comprise every requisite for a pleasant and interesting resort. They are open at all hours of the day, and at small cost, to the public.

All the States and Territories of the Union are participants in the Exhibition, and the Nations of the earth officially joining in the competitive and commemorative display are the following: Argentine Confederation, Australia, Belgium, Bolivia, Brazil, Canada, Chili, China, Denmark, Ecuador, Egypt, France, Germany, Great Britain, Guatemala, Hawaii, Hayti, Honduras, Italy, Japan, Liberia, Mexico, Netherlands, Nicaragua, Norway, Orange Free States, Persia, Peru, Portugal, Russia, Siam, Spain, Sweden, Tunis, Turkey, United States of Columbia and Venezuela. Many of these participants have made liberal appropriations for the purposes of the Exhibition, and among the individuals designated to superintend and conduct their exhibits are some of the most renowned savants of the Old and New Worlds. Months, and even years, of careful preparation have been given to the subject by the various participants. The interesting natural and artificial products of South America, collected for the World's Exhibition lately held in Chili, have been culled, and the choicest shipped to Philadelphia. The same has been done in Australia and the South Pacific Islands, where the latest wonders in human progress have been achieved. Indeed, it may be said that there is not a portion of the world where art and science have achieved triumphs—where curiosities and treasures are controlled by civilized man—but will swell the infinite attractions concentrated in the Centennial Exhibition.

The price of admission to the Exhibition has been fixed at fifty cents, and this fee must be paid every time the visitor enters the grounds. Once in, no additional charge is exacted for visiting any portion of the grand display—the one admission covering everything that the Centennial has to show. The Exhibition will be open



HORTICULTURAL HALL.

observed in other International Exhibitions. The President, the Cabinet, the Supreme Court, the Congress of the United States, the Governors of the States, the Legislature of Pennsylvania, the Authorities of Philadelphia, the Centennial Commission and Board of Finance, the Foreign Commissioners, the Judges of the Exhibition, and many distinguished citizens, are expected to participate. There will be a chorus of six hundred singers and an orchestra of more than one hundred for the occasion, under the direction of Theodore Thomas. The various national airs will be performed, and also a hymn composed by Bayard Taylor, an original cantata by Sidney Lanier, the music by Dudley Buck, an original grand march by the great composer Wagner, and brief addresses to President Grant, who will be escorted to the grounds by Governor Hartranft, of Pennsylvania. The President will respond, declaring the Exhibition open, upon which announcement the flags will be unfurled, artillery salutes fired, the chimes and other bells throughout the city rung, and the choir and orchestra will perform the Hallelujah Chorus. The President and his party will then pass through the main building, visiting each nation, and enter the Machinery Hall, where, at the President's signal, the great engine and thirteen acres of machinery will be put in motion.

from nine o'clock A. M., until six o'clock P. M. The number of entrance gates to the Exhibition grounds is thirteen, so located as to facilitate the ingress of visitors arriving from different sections and by various modes of conveyance. These entrances are each fitted with a self-registering turn stile, and their arrangement is such as to avoid all possibility of crowding or confusion.

Naturally, the opening day of the Exhibition and the Fourth of July will possess the greatest popular interest, and be marked by the most general ceremonial observance in Philadelphia. The opening ceremonies on the 10th of May will be simple and impressive, much like those



AGRICULTURAL HALL.

The Centennial Fourth of July will be observed by a variety of celebrations. The central exercises, under the direction of the Commission, will be of the old-fashioned order. A prayer, vocal and instrumental music, reading of the Declaration by Richard Henry Lee, grandson of the Richard Henry Lee who made the motion for the Declaration in the Continental Congress, an oration by William M. Evarts, and a poem by Bayard Taylor, etc., etc. There will be innumerable parades and reviews, salutes of artillery, bell-ringing, fireworks, etc. Many

distinctive celebrations will be held in various parts of the city, all concentrating in the afternoon in Fairmount Park for brief joint exercises and ceremonies.

During the six months of the Exhibition there will be innumerable civic and military parades. Troops are coming from most of the States, California and Texas included, and a great many religious, benevolent, military, political, and social societies will hold meetings in Philadelphia—concentrating there countless hosts of participants.



HOW TO REACH THE CENTENNIAL EXHIBITION.

It is unnecessary to inform many Americans that the route by which the Centennial Exhibition can most readily and cheaply be reached, is the Pennsylvania Railroad. The management of that great corporation, centered in Philadelphia, has, from the origin of the Exhibition, been zealous in advocating it as an event important to our people, and has materially assisted in establishing it on a basis so comprehensive as to reflect credit on the entire nation. Such assistance was perhaps the more willingly rendered, because this management fully appreciated the position their system of highways would occupy toward the Exhibition, and were determined that no omission on their part should mar the perfect success of a commemorative event of unparalleled interest.

From the great extent and widely diverging character of their lines, penetrating, as they do, every section of the Union, and directly connecting all important centers of population with the Centennial City, it was certain from the first that the larger portion of travel to the Exhibition would have to reach its destination over the routes they controlled. To this may be added the fact that the location of the Exhibition rendered it impossible for any other railway to directly reach the Buildings and Grounds; and as soon, therefore, as the location of the principal edifices was fixed, a contiguous and accessible plot was designated by the authorities as the site for a Centennial Depot of the Pennsylvania Railroad Company, at which the requisite connections were at once made to facilitate the work of the Exhibition. Blended with these preliminaries was the fact, also, that this Company desired to illustrate the degree of excellence attained by the railway transportation system of America. Great as the nation's achievements in other respects are, it is yet certain that none has reached a higher standard of perfection than its railroads, and as these can only be illustrated by practical workings, the necessity of making the great Centennial route as perfect as possible, in all essentials and details, was plainly apparent. The Pennsylvania Railroad Company had a good basis for the commencement of its Centennial work. Its location, between Pittsburg and Philadelphia, was conceded to be upon the best route uniting the Atlantic Seaboard with the Mississippi Valley, while its immediate connecting lines, West, Northwest and Southwest of the "Smoky City," are well known to be as nearly direct as proper considerations for the

travel and traffic of the many important centers of business and population they reach would permit.

An examination of any accurate map of the United States will show that these routes, above all others, follow the geographical channels of continental inter-communication, and unite in their courses most of the larger cities along the southern shores of the Great Lakes and on the waters of the Mississippi and Ohio rivers, with those located on the harbors of the Atlantic ocean. The main road between New York and Philadelphia, while passing through all the principal cities of New Jersey, does not deviate six miles from an air line drawn between its terminal points, and this slight deviation is necessary on account of the navigable waters penetrating the State it crosses. These routes not only excel in directness as well as in the number of important cities and towns they connect together, but they are confessedly superior in construction and equipment. Between Pittsburg and New York, a distance of 444 miles, the entire line is double track, laid with steel rails weighing 67 pounds to the yard, secured to heavy oak ties averaging 2,600 to the mile of single track, with joints connected between ties by a process that gives the effect of a continuous rail, on which there can be no unpleasant jarring. All bridges on the line are of iron or stone. A large portion of this distance is provided with a third track, which enables freight trains to keep entirely out of the way of passenger travel, and permits the express trains to run their allotted distances without interruption. This third track has been liberally increased within the last year to provide additional facilities for Centennial travel, and near Philadelphia, and other important terminal points, four tracks have for considerable distances been completed.

An important adjunct to the safe and expeditious running of trains, which is exclusively used on the Pennsylvania Railroad, is the Block Signal System, now in operation throughout its entire length. By this system the road is divided into sections between telegraph stations, these sections being technically known as "blocks." The telegraph stations are ornamental towers, two stories high—the second story, which is the operating room, being surrounded by windows, giving a clear outlook in all directions. The signals, so arranged that the engineer of an approaching train in either direction cannot fail to see them, are three in number; *red* being the

danger signal, *blue* the caution signal, and *white* the safety signal. These signals are illuminated at night, and show the same colors as by day. A train, say, approaches the station from either direction, and the engineer sees the *white* signal displayed. This indicates that the track before him, to the next station, be it one mile or, be it ten miles, is clear, and the train dashes on. Instantly the operator lets go the cord (for he is obliged to hold the red or danger signal out of view by hand) and the red disk is displayed again. The object of this rule is, that if the operator *should* fall asleep the red signal would drop into view by its own weight, and so stop the trains. Immediately on a train passing, the operator telegraphs the fact each way, and enters on a record sheet the train number and the exact time of its passing the station. The train having passed, the block it has left is clear, while that it has entered upon is closed. In a few minutes the click of the telegraph tells that it has passed the next station, and that block is also clear, and so on throughout the line.

A freight train approaches. The *white* signal is again displayed, and the train passes without stopping. Another freight train approaches. The *red* signal is displayed, and the train stops. In not less than five minutes after the first freight has passed, the red is withdrawn and a *blue* disk appears in its place. This permits the waiting freight train to enter the block, but it must go with caution so as not to run into the one in advance of it.

Thus train after train reaches and passes the signal station; sometimes brought to a full stop, sometimes sent in under a cautionary signal, sometimes allowed to proceed at full speed. The principle of the system is to let no train enter the block in the rear of a passenger train, and to allow other trains to proceed, only with a sufficient time allowance, and under caution to keep a good lookout for signals from the train ahead of them.

This system of signals renders it next to impossible for accidents to occur, no matter how many trains may be moving in the same direction, or at how high a rate of speed they may be run. The complete double track, with ample third track for waiting freight or slow trains, avoids all danger of collision. As an additional safeguard, all passenger trains on the road are equipped with the Westinghouse Automatic Vacuum Brake, by which the engineer himself can bring his train to a stand-still within the distance of its own length. Track-tanks are also provided along the entire route, from which the locomotive engines of express trains take water as they go, thus being enabled to make runs of a hundred miles or more without pause or detention.

With a roadway thus constructed and arranged, the only desideratum left to be met by the management, to provide for the largest estimate of Centennial travel, was one of locomotive engines and passenger cars. These the facilities pos-

sessed by the Company in its own shops enable it readily to supply, and two hundred elegant cars have been built, ready for use when required, while engines of the highest class have been provided, ample to move all the trains that can, by any possibility, be required. So great are these construction facilities that both cars and engines can, in the briefest possible time, be multiplied almost indefinitely.

As much of the travel to the Centennial must necessarily be from remote points, the Pennsylvania Railroad management have arranged to increase the number of through express trains, and to run these on such schedules as will make the hours of departure and of arrival most convenient for the public. These trains will, as far as possible, pass over the main road in daylight, thus affording passengers a view of the splendid scenery for which the route is so widely and justly celebrated. The hotel and refreshment facilities provided along the route will be equal to the largest demands, and their excellence will, in all respects, be up to the high standard established and long maintained by the Company.

With this much of introduction—no portion of which is exaggerated for effect and no claim put forth that the past has not and the future will not substantiate,—the Centennial visitor is invited to patronize the Pennsylvania Railroad as the only direct route from the West, North and East to the Centennial Exhibition. Such visitors will find the rates offered by that route as low as by any other—the route itself the shortest—the time made by it the quickest—and the accommodations provided unequalled for comfort, luxury and safety. They will find careful agents on all trains who will arrange for the prompt and cheap delivery of baggage at hotels, boarding-houses, or private residences, and who will, for the low price of fifty cents, sell a seat in a comfortable carriage to any point in Philadelphia. They will find other agents who will, if so desired, direct them to comfortable quarters where their accommodations will be good in quality and reasonable in price; and, above all, these visitors will be landed in the beautiful Centennial Depot of the Company, at the very doors of the Exhibition, in immediate proximity to large and excellent hotels and restaurants, from which they can, without detention or unnecessary expense, enter the enclosure containing the world's wonders, and from which they may, when their visit is over, depart promptly in through cars to their homes, no matter where those may be; or, should convenience demand, they will be deposited at the regular station in West Philadelphia, from which street cars and other modes of conveyance run to every section of the Centennial City. These details of information will enable the reader to select the best and only direct route to the great International Exhibition, and, having made that selection, the railroad panorama left for his enjoyment is opened to him.

THE PENNSYLVANIA RAILROAD.

NEW YORK, the extreme eastern terminus of the great system of transportation lines controlled by the Pennsylvania Railroad Company, and the first city in population, wealth and commercial importance in America, is built upon Manhattan Island, at the mouth of the Hudson river. This island is thirteen and a half miles in length, and about two miles in width at the widest part. It is all embraced within the corporate limits of the city; yet the limited area available for building purposes on the island has driven thousands who do business in New York to seek locations elsewhere, thus creating numerous large suburbs, such as Brooklyn, Williamsburg, and Jersey City. These suburbs are essentially parts of New York, mainly deriving their population from its surplus, and reflecting its prosperity.

The general aspect of New York is not only metropolitan but cosmopolitan. All varieties of architecture are seen in its buildings, and natives of every land are found among its people. The din of traffic rarely ceases within its borders, and the hurry and excitement of business scarcely abates. The commerce of the world is tributary to the city, and the wealth of a continent is continually pouring into its coffers.

The city of New York was one of the first European settlements made on the American continent, being colonized in 1614 by an expedition of two ships from Holland, commanded by Captains Adrian Block and Hendrick Christianse. This was about fifty years after the settlement of St. Augustine, in Florida, by the Spaniards; seven years after the colonization of Jamestown, Virginia, and six years before the landing of the Pilgrims at Plymouth, Massachusetts. The island upon which this settlement was made was first visited, in 1609, by Henry Hudson, an English mariner in the service of the Dutch East India Company. Hudson had sailed from England in 1607 in search of a northwest passage to India, but after two years of fruitless endeavor to penetrate the ice-barriers of the North, his patrons abandoned the enterprise, and he tendered his services to what he considered a more venturesome people. He returned to the American shores in a schooner-yacht, called the "Half-Moon," and entered the Narrows on the 3d of September, in the year above stated. Heckwelder, the Indian historian, describes the natives as greatly perplexed and terrified when they beheld the approach of the strange object—the ship of the discoverer. They deemed it

a visit from the Manitou, coming in his big canoe, and began to prepare an entertainment for his reception. "By and by the chief, in red clothes and a glitter of metal, with others, came ashore in a smaller canoe, mutual salutations and signs of friendship were exchanged, and after a while strong drink was offered, which made all gay and happy. In time, as their mutual acquaintance progressed, the white skins told them they would stay with them if they allowed them as much land for cultivation as the hide of a bullock, spread before them, could cover or encompass. The request was gratified, and the pale men thereupon, beginning at a starting point on the hide, cut it up into one long extended narrow strip, or thong, sufficient to encompass a large place. Their cunning equally surprised and amused the confiding and simple Indians, who willingly allowed the success of their artifice, and backed it with a cordial welcome." Such was the acquisition of the site of New York, on the island called *Manhattan*—an Indian name signifying "the place where they all got drunk."

Hudson proceeded to explore the river which now bears his name, and after sailing up to the present site of Albany, returned to Manhattan, and soon after sailed for Europe, where his report of the newly-discovered land led to the formation of the colony already mentioned.

"New Amsterdam," as the settlement was named by the Dutch, had a checkered history. The English, without any claim of right, took it in 1664, but the Dutch succeeded in recovering it in 1673. About one year afterward the Duke of York—to whom it had been given by Charles the Second when the English claimed possession of it—seized it, and it was named New York in his honor. Prior to British rule, the city was laid out in streets, some of them as crooked as the paths made by the roaming cattle, and "contained one hundred and twenty houses, with extensive gardens." In 1677 it comprised three hundred and sixty-eight houses, and the assessed value of property was ninety-five thousand pounds sterling. "During the military rule of Governor Colve, who held the city for one year under the above-mentioned capture for the States of Holland, everything partook of a military character, and the laws still in preservation at Albany show the energy of a rigorous discipline. Then the Dutch mayor, at the head of the city militia, held his daily parades before the City Hall (Stadt Huys)



BROADWAY, AT THE NEW POST OFFICE.

and every evening at sunset he received from the principal guard of the fort—called the *hoofd-wagt*—the keys of the city, and thereupon proceeded with a guard of six men to lock the city gates, then to place a *burger-wagt*—a citizen guard—as night watch, at assigned places. The same mayor also went the rounds at sunrise to open the gates and to restore the keys to the officers of the fort.”

In 1683 the first constitutional assembly, consisting of a council of ten and eighteen representatives, was elected to assist in the administration of the government. In 1685 the Duke of York ascended the throne of Great Britain, with the title of James II, and immediately signalized himself by forbidding the establish-

ment of a printing press in the colony which was named in his honor. This system of tyranny was continued by the king, and culminated in a few years in a popular uprising, which proclaimed Jacob Leisler, a Dutch merchant, leader, and invested him with the reins of government. Leisler summoned a convention of deputies from those portions of the colony over which his influence extended, levied taxes, and adopted other governmental measures. But his rule was of brief duration, for his measures awakened the bitterest prejudices. In less than two years the experiment of free government was abandoned and the “king enjoyed his own again.” Leisler was executed for high treason in May, 1691.

With the commencement of the eighteenth century, New York took a new departure in a career of prosperity. Education, which had been entirely neglected, was provided for by the establishment of a free grammar school in 1702. In 1725 the first newspaper made its appearance, and four years later the city received the donation of a public library of one thousand six hundred and forty-two volumes from England. In 1732 a public classical academy was founded by law, and with the advance of general intelligence came a higher appreciation of popular rights. A charter for the city was granted by George II, in 1730.

A long system of injuries and usurpations on the part of the crown now began to produce their natural fruit, and New York was not behind its sister colonies in denouncing them and preparing for resistance. In 1765 a congress of delegates met in the city and prepared a declaration of their rights and grievances. The events which followed during the succeeding ten years are a part of the nation's history. The war came, and with it a new experience for New York—that of military occupation by an enemy. On the 28th of June, 1776, the British army and fleet, which had been driven from the city and harbor of Boston, entered the southern bay of New York, and the troops were landed on Staten Island. On the 22d of August the British forces crossed the Narrows and encamped near Brooklyn, where the American army was stationed. The battle of Long Island ensued, in which, owing to unfortunate circumstances, the Americans were entirely defeated. Washington, with consummate skill, crossed the East river the succeeding night without observation, but previous disasters and the subsequent landing of the British troops on the island rendered it impossible to save the city. For eight years New York was the headquarters of the British troops in America and the prison-house of American captives. Public buildings were despoiled, and churches converted into hospitals and prisons. The "Old Dutch Church" on Nassau street, which at a later period was for many years the post office of the city, was used by the British as a riding-school for their cavalry. But the day of relief came, and the British army evacuated the city on the 25th of November, 1783, after the independence of the United States had been acknowledged.

With the independence of the country the city entered upon a new career of prosperity. Its commerce and its population grew rapidly. New enterprises developed new energies; and it was not many years before it assumed the first rank among American cities.

The first government of the United States was organized in New York, and in April, 1789, General Washington was inaugurated President, in the gallery of the "Town Hall," on Wall street, on the site of the present United States treasury building. This ceremony took place in the presence of an immense concourse of citizens, and was the occasion of much enthusiasm and popular rejoicing.

Space will not permit an extended notice of events in the history of New York during the present century. A brief *résumé* alone can be given. In 1807 a steamboat was built here to navigate the Hudson. It was called the "Clermont," and was constructed and commanded by Robert Fulton, who was assisted in the enterprise by Chancellor Livingston. This was the successful beginning of steam navigation. In 1825 the Erie canal was opened, and gave a great impetus to the trade and commerce of the port. In 1832 the Asiatic cholera appeared, and four thousand three hundred and sixty persons fell victims to the disease. In 1835 the great fire occurred, which destroyed, in one night, more than six hundred buildings and property to the value of twenty millions of dollars. In 1842 the Croton Water-works were completed; and in 1853 a World's Fair was opened in a Crystal Palace erected for that purpose.

The New York of to-day has but little left to mark it as the city of a few decades ago. Most of its old buildings have been swept away by the tide of improvement, and palace-like structures have sprung up to cover and obliterate the pasture-fields of the last century. The beautiful harbor is filled with vessels of every character and clime—the mighty steamer, pulsating like a thing of life, as it bears its freight of hopes and happiness; the stately ship, spreading its wing-like sails to soar away after the treasures of the antipodes; the bustling little tug, puffing and blowing as it seeks out its prize and hurries it away; the beautiful yacht, all brightness and grace, dancing over the waves as lightly as fairy feet trip upon its polished deck; the gigantic ferry-boat pursuing its irresistible course, carrying thousands to experiences of joy or sorrow—all these go to make up a scene which Henry Hudson, as he lay rocked in the "Half-Moon," never could have imagined in his wildest flights of fancy.

Broadway, the main avenue of the city, is undoubtedly one of the finest streets in the world. It commences at the Battery—the extreme southern point of the island—and runs north through the heart of the city for a distance of about four miles. Like a river, it receives into its channel the traffic and travel of hundreds of thoroughfares, and then pours the hurrying tide through the business part of the metropolis. The crowd culminates at the lower portion of the park, where the Bowery intersects with Broadway. Here, from morning until night, there is moving by an ever-changing procession of vehicles of all kinds, and to cross this often-jammed highway requires from the pedestrian no little care and agility. Throughout its entire extent Broadway is lined with magnificent buildings devoted to trade and business, with here and there an exceptional structure, such as Trinity Church, at the head of Wall street; St. Paul's, at the corner of Vesey street; and Grace Church, at the corner of Tenth street. No street in the world can show such an array of "signs" as gild the sides of Broadway. From the sidewalks to the roofs of the buildings they garnish every story and



Stell & Hogan Del

glare in every angle. Most of the principal hotels, and many of the places of amusement, are on Broadway.

Next to Broadway, the handsomest and most attractive street is Fifth avenue, which is principally occupied with magnificent residences. So, also, are Sixth and Seventh avenues, and numerous cross streets "up town," which, though probably less aristocratic than the Fifth, are its rivals in beauty. Union and Madison squares are very attractive, presenting, as they do, all the loveliness of umbrageous trees, trained shrubbery, fragrant flowers, smooth walks, and graceful statuary.

Central Park is the great attraction of New York in the summer months, and deserves all the praises bestowed upon it. It occupies the parallelogram included within Fifty-ninth street on the South, One Hundred and Tenth street on the North, Fifth avenue on the East, and Eighth avenue on the West. It is two and a half miles long, about half a mile wide, and contains eight hundred and forty-three acres, of which one hundred and forty-one acres are occupied by the Croton reservoirs, over forty-three acres by the waters of the park, and of the remaining space one hundred and three acres are in drives, bridle-roads, and walks. The cost of the land embraced in the park was five million twenty-eight thousand eight hundred and forty-four dollars, and the total expenditures for construction, from the commencement of work in 1857 up to 1872, was seven million four hundred and nineteen thousand seven hundred and ninety-eight dollars, making a total cost of twelve million four hundred and forty-eight thousand six hundred and forty-two dollars. When the improvement was commenced, the site it occupies was one of the most forbidding that can be conceived, being little else than a huge marsh, relieved here and there by patches of trap-rock, and utterly destitute of natural beauty. It contains about fifteen miles of carriage roads, eight miles of bridle-paths, and twenty-five miles of walks. There are three ponds in the park, upon which boats ply in the summer, and which are open to skaters in winter. A special feature are the archways and bridges, of which there are over thirty, and no two of them are alike. The mall—a spacious promenade running due north and south, and terminated by the terrace, where music is given in summer; the ramble; the reservoirs; the casino; the art gallery; the menagerie; the aviary; are all features that should be seen by every visitor.

Any sketch of New York would be incomplete that did not mention its hotels. These are numerous, extensive, and really magnificent. The business of the city is of such a character as to attract, at all seasons of the year, large numbers of strangers from portions of the Union, and from every country in the civilized world. To accommodate this continuous floating population extensive hotel accommodations are a necessity, and the enterprise of the city fully meets the requirement. Every variety and style can be found, and the traveler must be

difficult to please if he cannot here find his "ease in his inn."

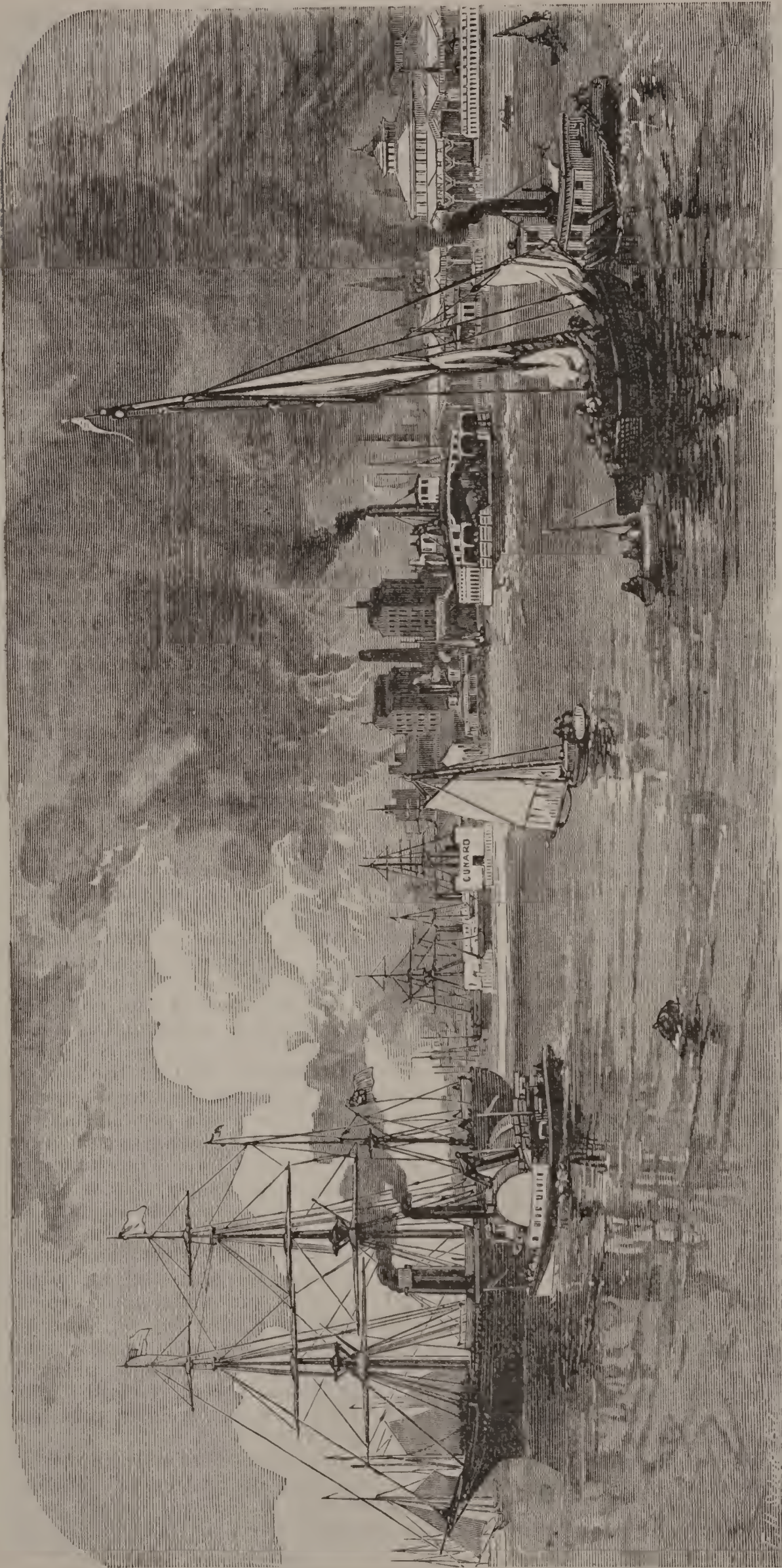
No city on the American continent possesses so many places of amusement as New York, and their number is only equaled by their variety—ranging from the highest to the humblest grade. It is also the literary and news centre of the continent, and to it are drawn the aspiring or successful author as surely as London attracts him in Great Britain. Its churches are fitting monuments to Christianity, and it is no exaggeration to say that its pulpit eloquence reaches every portion of the Union. In art, in literature, and in religion—in business enterprise and financial magnitude—in fertility of origination and energy of execution—New York is a fitting epitomization of the progressive American people. Population, 942,292. Aggregate population of city and immediate suburbs, 1,441,234.

BROOKLYN, which lies opposite to New York, on the South side of East river, on Long Island, is now the third city in population in the United States. It occupies a beautiful and commanding situation, and is a favorite place of residence for many of the solid men of Manhattan Island, who have adorned it with palatial mansions. It presents many attractions to the tourist, and should be visited by all who desire to obtain a correct idea of the magnitude and magnificence of our commercial centre. Population, 396,099.

STATEN ISLAND is about three miles south of the Battery, and occupies a large portion of the bay. It rises into hills which can be seen for a great distance, and is noted for its beautiful and commanding residences, excellent drives, and fresh ocean breezes.

(Since the acquisition of the New Jersey railroads centering at New York, by the Pennsylvania Railroad Company, extensive improvements have been made for the accommodation of travel and trade. Ticket offices, where tickets are sold to every point in the United States, and where baggage is checked and collected from residences and hotels, are located at No. 1 Astor Place, No. 526 Broadway, No. 8 Battery Place, No. 944 Broadway; and at the foot of Courtlandt street, and foot of Desbrosses street, from which points ferry boats ply constantly, day and night, carrying passengers to and from the depot in Jersey City. The Company also owns the following piers, where every facility is afforded for the convenience of travelers, and shippers over its lines: Piers Nos. 1 and 2, junction of West street and Battery place, passengers and freight; piers Nos. 16 and 18, foot of Courtlandt street, passengers and freight; pier No. 91, foot of Desbrosses street, passengers and freight; pier No. 35, foot of Franklin street, freight; pier No. 36, foot of North Moore street, freight; pier No. 38, foot of Hubert street, freight; pier No. 39, foot of Vesey street, freight.)

JERSEY CITY, one mile—formerly known as Paulis Hook—the seat of justice of Hudson county, New Jersey, is situated on the west bank of the Hudson river, at its entrance into



JERSEY CITY.

New York bay, and immediately opposite New York City, with which it is connected by large and powerful ferry boats, running day and night. Owing to the number of railroads which terminate within its limits, it is probably the greatest thoroughfare in the United States. Its water frontage is unsurpassed, and is never obstructed with ice.

The first settlements were made on the present site of the city about 1623, by the Dutch, who claimed the territory now embraced in New Jersey as being within the limits of New Netherlands. During the Revolutionary war it was held by the British forces, who then occupied New York, and in August, 1779, was the scene of a gallant adventure, thus described in Sparks' Life of Washington: "Maj. Harry Lee, at the head of three hundred men and a troop of dismounted dragoons, surprised the enemy's post at Paulus Hook, opposite New York, and took one hundred and fifty-nine prisoners, having two only of his party slain and three wounded. The plan originated with Major Lee, and great praise was bestowed upon him for the address and bravery with which it was executed. A medal of gold, commemorative of the event, was ordered by Congress to be struck and presented to him."

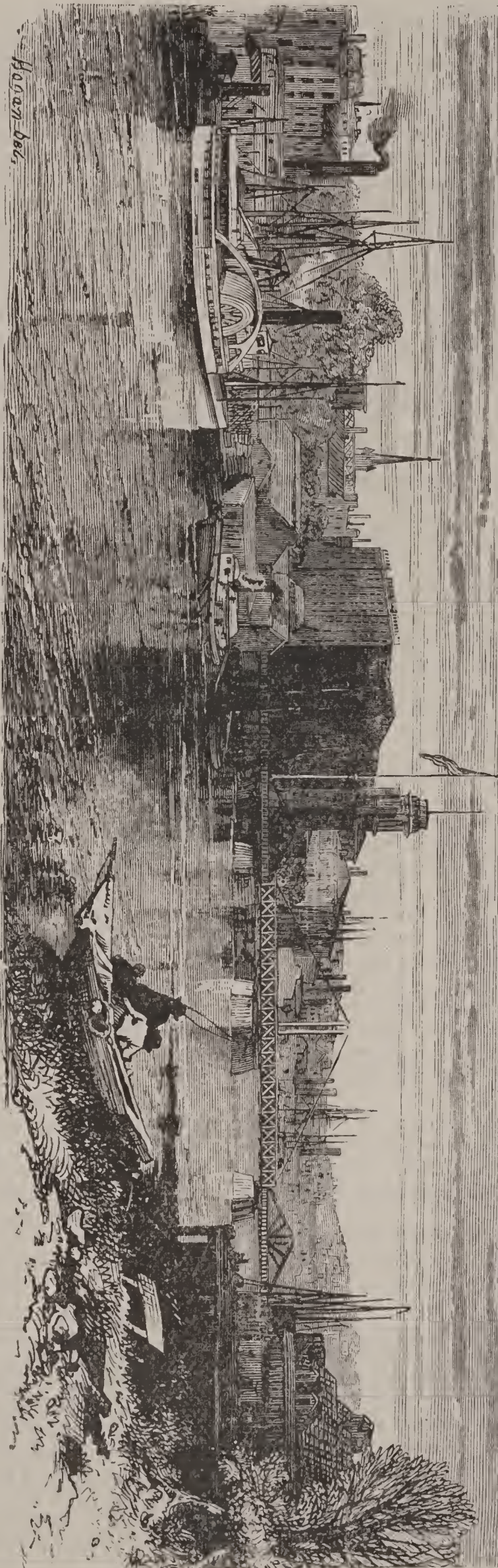
Jersey City was incorporated, with its present title, in 1820, and in 1870, in compliance with the request of the voters, the legislature passed an act consolidating with it the cities of Hudson

and Bergen. Population, 82,546.

(The Pennsylvania Railroad Company has made extensive improvements here, and in the immediate vicinity, to accommodate the immense travel and traffic centering at this terminus of its railroad system. More than three hundred trains arrive and depart from this point over the lines of the Company every day, but so perfect are the facilities provided, and so efficient is the management, that this immense business is transacted without confusion or delay of any kind. Trains can, if required, be despatched every five minutes from this depot—the block signal system rendering their movement at such intervals perfectly safe.)

MARION, three and one-half miles, is the location of an extensive watch factory and a large hotel. It is on the Hackensack river.

NEWARK, nine miles—the first city in population and wealth in New Jersey—is in Essex county, on the right bank of the Passaic river, about four miles from its entrance into Newark bay. It was settled in 1666 by emigrants from the State of Connecticut, who came to this spot at the invitation of Governor Carteret, the first governor of New Jersey, to enjoy their religion—that of the Congregational Church—without interference or hindrance. They purchased the site of the town from the Indians, and the deed of purchase, bearing date July 11th, 1667, is on record in the office of the Secretary of State, at Trenton. The consideration of this purchase was “fifty double hands of powder, one hundred bars of lead, twenty axes, twenty coats, ten guns, twenty pistols, ten kettles, ten swords, four blankets, four barrels of beere, ten pairs of breeches, fifty knives, twenty howes, eighteen hundred and fifty fathom of wampum, two ankors of licquers, (or something equivalent,) and three troopers’ coats.” The purchase first made was considerably extended shortly afterward, the



consideration for the extension being "two guns, three coates, and thirteen cases of rum." A local historian, in commenting upon this purchase, says:—"It must be satisfactory to every townsman thus to know that every foot of land lying within our bounds was honestly and openly purchased of its original proprietors. However unjustly the aborigines may have been dealt with elsewhere, no act of our ancestors can be pointed to with the slightest reproach by the most zealous advocate of Indian rights."

Like most colonial towns, Newark made but little advance in population for the first century and a half of its existence, and in 1810 it showed an aggregate, including several adjacent townships, of only eight thousand inhabitants. About 1830 it commenced a career of progress which has continued unchecked, and its growth has since been remarkably rapid. In 1836 it was incorporated as a city, and it now covers about seventeen and a half square miles of territory. Population, 105,059.

WAVERLY, twelve miles. The State agricultural fair grounds are at this station.

ELIZABETH, fifteen miles—the county seat of Union county—was named after Lady Elizabeth Carteret, the wife and executrix of Governor Sir George Carteret. It is pleasantly situated in a level and fertile country, highly improved. It was formerly the capital and principal town of the State, and contains several imposing and substantial public edifices. This town was the first English settlement made in New Jersey. The land was purchased for a company called the "Elizabethtown Associates," from the Indians, in 1664. During the revolution the town suffered much from its contiguity to New York. On the 21st of January, 1780, the First Presbyterian church was burned by the British, and in the following November its minister, Rev. James Caldwell, was shot.

Elizabeth was originally incorporated by Governor Philip Carteret, prior to 1680, by one of the most liberal charters ever given in America. It continued under the borough charter one hundred and seventy-five years, and on the 13th of March, 1855, it was incorporated as a city. Population, 20,832.

RAHWAY, twenty miles, is in Union county, on the Rahway river, which is navigable to this point. Population, 6,258. The Perth Amboy & Woodbridge Railroad runs from Rahway to Perth Amboy.

NEW BRUNSWICK, thirty-two miles—the seat of justice of Middlesex county—is located on the right bank of the Raritan river, at the head of navigation. It is the eastern terminus of the Delaware and Raritan canal, which forms the inside water communication between New York and Philadelphia. This canal is seventy-five feet wide and seven feet deep, and is navigated by steamboats and sloops of one hundred and fifty tons burden. About 1730 several Dutch families emigrated here from Albany, bringing with them their building materials, in imitation of their ancestors, who imported their bricks, tiles, etc., from Holland. It was incorporated

as a city in 1794. Rutgers College is located in this city, and was chartered by King George III., of England, in 1770, under the name of Queen's College. The name was changed by the State legislature in 1825, in honor of Henry Rutgers, one of its most liberal benefactors. The institution is controlled by the Dutch Reformed Church. The Theological Seminary of this denomination—the first school of the kind established in the United States—was founded here in 1771. Population, 15,058. (Junction of the Millstone & New Brunswick Railroad.)

MONMOUTH JUNCTION, forty-eight miles. Intersection of the Rocky Hill Railroad, which runs north a distance of seven miles to Rocky Hill, and of the Jamesburg & Freehold Railroad, running south and connecting with Long Branch, the celebrated sea-side resort.

ROCKY HILL is famous for being the headquarters of Washington, after the surrender of Cornwallis, at Yorktown, Virginia, in 1783, and the house he occupied is still standing. Sparks, in his "Life of Washington," says: "A house was provided for him at Rocky Hill, three or four miles from Princeton, where he resided, holding conferences from time to time with committees and members of Congress, and giving counsel on such subjects as were referred to his consideration." Negotiations for peace were then in progress, and it was while Washington resided here that he wrote his farewell address to the army.

The road to Long Branch from this junction passes by the battle field of Monmouth, near the town of Freehold, where Washington had a successful engagement with the British forces on the 28th of June, 1778. At this battle, history records that Washington accused General Lee of treachery, or "ill-timed prudence," in rather strong language, and his presumed attitude at the time of accosting Lee is perpetuated in the equestrian statue at Washington City, and also in Leutze's painting. Another incident of this battle has also become historic. In the beginning of the engagement Molly Pitcher was carrying water from a spring to her husband, engaged in serving a cannon, when he was killed before her eyes. An officer ordered the gun to be put out of the way as unserviceable, but Molly took her husband's post, and faithfully performed his duties until the end of the contest. Congress, as a reward, voted her half pay for life.

LONG BRANCH is well known to many Americans as a seaside resort, and ranks among the most attractive places of the kind on the Atlantic coast. It probably concentrates, in summer, a greater number of visitors than can be found at any other similar place in the United States. Its hotels are immense in size and elegant in their appointments; and the cottages, owned and occupied by persons of distinction, are numerous. The surrounding country affords many pleasant drives, while the main avenue of the town, fronting the ocean, is probably the most delightful concourse to be found at any summer

resort, and is crowded, during the height of the season, with the finest equipages to be seen in the country.

PRINCETON JUNCTION, forty-eight miles. Intersection of branch road to Princeton, distant three miles.

PRINCETON is a pleasant borough of 2,798 inhabitants, and is noted as the seat of Princeton College, one of the oldest and best known institutions of learning in the United States, and also of the Theological Seminary of the Presbyterian Church. On the 3rd of January, 1777, Gen. Washington gained an important victory here over the British forces under Col. Mawhood, in which engagement Gen. Mercer, of the American army, was killed, and afterwards buried in Christ Church, Philadelphia. The College buildings and grounds possess great interest, and visitors will find in and around them much to see and admire. Nassau Hall, the main edifice, was built in 1756, and although twice destroyed by fire, its walls are the same as first constructed. When erected it was the largest edifice in the Colonies, and was named by Governor Belcher, of New Jersey, "to the immortal memory of King William the Third," who was of the house of Nassau. During the Revolutionary war it was occupied alternately as a barrack and hospital by both the British and American forces, and in the battle of Princeton was struck by cannon balls, the indentation made by one being still visible. In 1783, when the Continental Congress was obliged to leave Philadelphia because of the yellow fever, it adjourned to Princeton, and held its sessions in the library room of the College, then in the second story of this hall. In the present library room several valuable portraits are preserved, among them being an original of Washington, painted by the elder Peale at the request of the board of trustees of the College. The frame of this pic-

NEW BRUNSWICK





COLLEGE BUILDINGS, PRINCETON.

ture is said to have formerly contained a portrait of George the Second, presented by Governor Belcher. During the battle a cannon ball crashed through a window and destroyed this portrait. Two of Dr. Franklin's electrical machines are preserved in the philosophical hall of the college, and two cannon, abandoned in the battle, are planted in the college grounds.

TRENTON, seventy miles—the capital of New Jersey and seat of justice of Mercer county—is situated on the left bank of the Delaware river, at the head of navigation. The river at this point abruptly changes its character. Below it is a wide channel of commerce, flowing between low sand and alluvial banks, and feeling the pulsations of the tides of the great Atlantic, while above it is a rippling stream, fringed by wooded hills, and presenting many vistas of beauty.

The first settlements were made on the site of Trenton about the year 1680, by Israel Pemberton, an English Quaker, and others, and in 1720 the present name was given to the city in honor of Colonel William Trent, then speaker of the house of assembly. The place was selected as the capital of New Jersey in 1790, and incorporated in 1792.

The early history of Trenton is full of interest to Americans. It was through it and to the Pennsylvania side of the Delaware, immediately opposite, that Washington retreated, with his shattered and almost disheartened army, after the reverses suffered on Long Island, in the vicinity of New York, in 1776, crossing the river on the 8th of December of that year.

Although the river was not frozen, it yet presented a barrier to the pursuing forces—consisting principally of Hessians, under Colonel Rahl—which they did not dare to cross, and they went into camp on the Trenton side. Here they remained in confident security, anticipating no danger from the patriots on the opposite side, many of whom Washington, in one of his dispatches, describes as being “quite barefoot and ill-clad.” But their security was of short duration, for on the morning of the 26th of December Washington and his forces recrossed the Delaware, surprised and completely routed the enemy, capturing nearly one thousand of them. In this encounter Colonel Rahl, the Hessian commander, was killed. After the engagement, the Americans returned to the Pennsylvania side of the river. This blow was as encouraging to the patriotic Americans as it was astounding to the British. In conception and in daring it was so utterly unexpected, and its success so brilliant that it compelled both friends and foes alike to respect and admire the American army and its leader. But Washington was not content to end the campaign with the laurels thus won. He knew that the scales between hope and despair were almost equally poised, and that determined action alone could turn the balance in favor of liberty. He, therefore, recrossed the Delaware, on the 1st of January, 1777, and with his handful of men prepared to encounter the army of Lord Cornwallis in Trenton. On the 2d he met, and by courage and skill baffled, if he did not actually defeat, the enemy. This engagement continued during the



TRENTON.

entire day, commencing in the morning on the northern outskirts of Trenton, and terminating in the evening at the bridge over the Assunpink, in the city. Soon after midnight the American forces withdrew from the position they held in front of the British, and by a forced march reached Princeton, ten miles distant, where they fought the successful battle described in the sketch of that town. In the engagement at Trenton, Lieutenant Monroe, of a Virginia regiment—who was afterwards President of the United States—was wounded, and the weather was so intensely cold that several American soldiers were frozen to death. These movements and successes of the American army inspired new hope in the colonies, and enabled Washington to go into winter quarters at Morristown, New Jersey, instead of abandoning the State to the hitherto triumphant foe.

In 1793 the public offices of the United States Government were removed here, during the prevalence of the yellow fever in Philadelphia, and in 1798 Mr. Adams, President of the United States, took up his residence, temporarily, in Trenton. Population, 22,874.

(Two lines of railway belonging to the Pennsylvania Railroad Company run to New York from Trenton—the main route and that via Bordentown and South Amboy. Two lines also connect with Philadelphia—one by way of Camden, on the Jersey side of the Delaware, and the principal road through Pennsylvania. The Belvidere Delaware Railroad, a division of the Pennsylvania Railroad, running along the beautiful and picturesque shore of the Delaware river to the celebrated Water Gap, one of the most

delightful summer resorts in America, and the wonderful mineral region of the Lehigh valley—terminates in Trenton.)

The DELAWARE WATER GAP may justly be classed among the most picturesque scenery to be found in America. Here the river has forced its way through the great Blue Ridge chain of mountains, and in so doing has carved the face of Nature into wonderful shapes and forms. It is compressed, for a distance of two miles, into a narrow gorge, scarcely allowing space for a roadway. The mountains rise precipitately from the clear, deep water to a height varying from a thousand to twelve hundred feet, and are covered by a dense forest growth, which softens their hard outlines and subdues their ruggedness. The streams seeking outlets here into the Delaware are broken into cascades and cataracts, and the rocks are pierced by deep caves and dark chasms. For miles above this point the Delaware is remarkable for its scenic attractions, which are sought out and enjoyed in summer by thousands of visitors.

The road from Trenton, following the East side of the Delaware, connects at Camden, opposite Philadelphia, with the West Jersey Railroad, (also controlled by the Pennsylvania Railroad Company,) to CAPE MAY, a particularly attractive seaside resort, at the extreme southern point of New Jersey, where Delaware Bay enters from the ocean. No place in America or probably in the world has such a safe and beautiful beach for bathing as Cape May—the waves of the mighty Atlantic rolling in over a wide, shelving shore of smooth sand, as regularly as if turned by machinery, and breaking into foamy

ripples which chase each other far up the bank. The accommodations for visitors here are unsurpassed, some of the hotels ranking with the finest in America; and the streets and roadways of the town are well kept, affording delightful drives and promenades.

MORRISVILLE, fifty-nine miles, is immediately opposite Trenton, on the Pennsylvania side of the Delaware river, in Bucks county. During the Revolutionary war it was several times occupied as a camp of the American army, and here it was that Robert Morris, after whom it is named, paid over to General Washington the fifty thousand dollars he had borrowed on his own credit from the merchants of Philadelphia, which sum materially assisted the Father of our Country to keep his army together, capture the Hessians at Trenton, check Cornwallis' triumphant advance, defeat Mawhood at Princeton, and turn the tide of success in favor of American Independence. Morrisville was the residence of Gen. Victor Moreau while in America, after his banishment from France. Population, 813.

TULLYTOWN, sixty-two miles. Population, 150.

BRISTOL, sixty-eight miles, is the most important and populous town in Bucks county, one of the three original counties established by Penn on the organization of his colony. It was incorporated as a borough in 1720, being the second in the province. The town contains some venerable buildings—among them a Friends' meeting-house built in 1712, and an Episcopal church more than a century old. About five miles above Bristol, on the shore of the Delaware, Penn's manor of Pennsbury was located. Here he had erected a fine mansion immediately after the settlement of his colony, in which he hoped to live, with his family, enjoying the honors of his station and surrounded by an affectionate and happy people. But his dream was never realized, and the mansion went to decay. During the early portion of the Revolutionary war Bristol was occupied as a camp of rendezvous and instruction for the Pennsylvania volunteers under General Cadwallader. Population, 3,269.

HOLMESBURG, seventy-eight miles. A suburb of Philadelphia and within the city limits. Junction of branch road to Bustleton, distant four miles, also within the limits of the city.

TACONY, seventy-nine miles. Within the corporate limits of Philadelphia.

BRIDESBURG, eighty-one miles. Within the corporate limits of Philadelphia. A United States arsenal is located here.

FRANKFORD, eighty-two miles. An important suburb within the corporate limits of Philadelphia. The Frankford Arsenal—one of the most extensive belonging to the United States Government—is located here. Junction of branch road to Kensington, which is a part of the compactly-built portion of the city, and the terminus of the branch.

GERMANTOWN JUNCTION, eighty-six miles. Point of intersection of the Germantown, Norris-

town, and Chestnut Hill Railroads. Germantown and Chestnut Hill are within the corporate limits of Philadelphia.

MANTUA JUNCTION, eighty-eight miles. Here the Pennsylvania and New York Divisions of the Pennsylvania Railroad unite.

CENTENNIAL DEPOT, eighty-nine miles. A special station, reached by circular tracks from the main road, established by the Pennsylvania Railroad Company for the accommodation of Centennial visitors. This depot is accessible by trains from all directions.

PHILADELPHIA, ninety miles, terminus of the New York Division—the second city in the United States in population, and the first in the number of its buildings, territorial area and manufacturing importance—is built upon the right bank of the Delaware river, at the confluence of the Schuylkill, ninety-six miles from the ocean. It was laid out by direction of William Penn, the proprietor and founder of Pennsylvania, in 1682.

The first colony for Pennsylvania left England in August, 1681, in three ships, and the earliest to arrive was the ship "John and Sarah," from London, commanded by Captain Smith. These colonists landed at the Swedish settlement of Upland (now Chester) and remained there during the first winter. At the time of their arrival Philadelphia had not been located. Indeed, it would seem that Penn was in no great hurry to lay out his metropolis, being determined to select the most available position for it. This was finally accomplished, and in 1683 Penn writes, saying, "Philadelphia is at last laid out, to the great content of those here;" and adds, "of all the many places I have seen in the world, I remember not one better seated, so that it seems to me to have been appointed for a town." The survey was made by Thomas Holme, who had been in England appointed surveyor general of the province, and arrived here in the early part of the summer of 1682. His plot of the city was completed about the end of that year, and copies of his original map are still in existence. The ground embraced in his survey extended from Cedar street on the south to Vine street on the north, running through from the Delaware to the Schuylkill, being about one mile in width and two miles in length, and this continued to be the limits of the "old city" up to the consolidation of the districts, and, in fact, the entire county, in 1854. At the time this survey was made, there were no improvements within its limits. The Swedes had a settlement on its southern border, made as early as 1637, and it is probable that some lived north of it; but its area was an unbroken wilderness, intersected by creeks and streams, dotted with swamps and ponds, and crossed at various places by Indian paths. The forest trees were noted for their magnitude, and gave to the place the Indian name of *Coaquanock*, signifying "the place of tall pines." On the Delaware front was a high bank, in which the first settlers excavated caves, where they resided while their new homes were being erected. Philadelphia was organized as a borough, with a mayor and six aldermen, in 1684; and on the

25th of October, 1701, Penn granted it a charter as a city. From its foundation it may be said to have had an uninterrupted career of prosperity. Freed, as it was, from hostile Indians, and having none of the calamities to contend with which so harassed and impoverished the early settlements in Virginia and New England, it increased steadily in population and commerce, and soon became the first city on the continent—a position it continued to hold until long after the Revolutionary war, and in some respects still maintains.

Notwithstanding its rapid improvement and growth, Philadelphia possesses more relics of the past—more edifices around which hang a halo of history—than any other city in the Union. The oldest among these is a portion of Penn's cottage, in Letitia court—a small street running from Market to Chestnut, between Front and Second. This was built for Penn's use before his first arrival in the colony. It is a little two-story brick house, and is now occupied as a tavern. Near it is the Old London Coffee House, on the corner of Front and Market streets, a noted place in early colonial days, which is at present a tobacco store. It was built in 1702. The old Swedes' Church, which stands on Swanston street, (so named from the Swedish family who once owned all the land in that part of the city,) below Christian, is one of the most venerable edifices in America. The first church upon the site was erected in 1677, and served both for a place of worship and of defense, being constructed with loop-holes and other appliances of defensive warfare. The present brick edifice was built in 1700. Another sacred relic of colonial times is Christ Church, on Second street, north of Market. It was begun in 1727 and finished by the raising of the steeple in 1754. Its chime of bells is among the oldest this side of the Atlantic. On the tenor is inscribed, "Christ Church, Philadelphia. Thomas Lester and Thomas Peck, of London, made us all." When the British troops took Philadelphia, these bells, like others in the city, were removed to prevent them falling into the hands of the enemy and being cast into cannon. They returned with the patriots, and have remained to peal forth their music ever since. In their time they have summoned to worship some of the greatest men the country has produced. Washington was a regular attendant at Christ Church when President of the United States, and many of the heroes and patriots of the "times that tried men's souls" rest in its vaults.

"Independence Hall," the Mecca of American freemen, stands on Chestnut street, between Fifth and Sixth. It was commenced in 1729 and completed in 1734. This building has been so often described that almost every school-boy is familiar with its history. It was in it that the Declaration of Independence was considered and adopted, and from its portals it was proclaimed. In it Washington read his farewell address to the American people; in it the Articles of Confederation were adopted in 1778; and in it the Constitution of the United States

was framed in 1787. Almost every name and every incident connected with the birth of the nation is associated with this edifice. Another edifice, scarcely less sacred, is "Carpenters' Hall," which stands to the south of Chestnut street, between Third and Fourth streets, and is reached by a passage-way from the street first named. It was built in 1770 by the Association of House Carpenters, and is still owned by them. The first Colonial Congress assembled in this building September 5th, 1774—that body which Lord Chatham declared to Benjamin Franklin to be "the most honorable assembly of men that had ever been known,"—and it was in it that Patrick Henry poured forth those passionate appeals for liberty which so electrified the colonies.

More than three-quarters of a century passed peacefully away while the colonists of Penn and their descendants were building up the city, founding a State, and firmly establishing those principles of justice and liberty which induced them to seek homes in the new world. But the long reign of peace ended, and the colonies prepared to resist oppressions on the part of the mother country which they could no longer endure. The first Colonial Congress met, and, after declaring their determination to insist upon their rights as men and as freemen, adjourned. The second convened in Independence Hall, on the 10th of May, 1775. When it adjourned, the colonists had girded on their armor, and pledged their lives, their fortunes and their sacred honor to be free and independent. Philadelphia then became, more than ever, the center of the United colonies, and for the next eight years its history is a most stirring one. It was here that Washington was proclaimed commander-in-chief of all the forces raised and to be raised for the achievement of independence. It was here that Mercer and Wayne and Sullivan, and hundreds of other heroes whose names are immortal, rallied around the great chieftain, never to desert him while life lasted and the cause he championed needed their services. It was here that Robert Morris planned and executed his financial schemes, which kept the suffering band of patriots together through the long struggle that so gloriously terminated with the surrender of Cornwallis at Yorktown. During this struggle the country around Philadelphia was made sacred by several battles. To the west, and at the distance of but a few miles, lies the field of Brandywine, where the Americans, under Washington, so gallantly but fruitlessly contended for an entire day, on the 11th of September, 1777, against the well-appointed veterans of Great Britain, commanded by General Howe. Again, at Germantown, within the present city limits, the same forces met, on the 4th of October of the same year, and fought with equal desperation but with a similar result. It was at Red Bank, a month later, in sight of the city, that the Hessians were so gallantly repulsed by Colonel Greene, and Count Dunop, their commander, fell and lies buried. It was through the counties of Chester and Bucks that "Mad Anthony Wayne" and Col. John Lacy



STATE HOUSE AND INDEPENDENCE HALL.

and their Pennsylvanians raided, with a daring that no obstacles could check, for provisions to feed Washington's starving army at Valley Forge. It was through the streets of Philadelphia that the Hessians, captured at Trenton, were marched by their tattered guards. It was through the same streets that the entire Continental army paraded, headed by Washington, when it became necessary to convince the doubting that the struggle against the power of Great Britain was not a hopeless one. And it was here that Pennsylvania's committee of safety put forth that unconquerable zeal and determination which knew no shadow of fear and no abatement of hope until the war had accomplished all they desired.

During the war the British forces had possession of Philadelphia about nine months, having entered it on the 26th of September, 1777, and evacuated it on the 19th of June, 1778. After the evacuation, the American army retook possession, and General Benedict Arnold was placed in immediate command. His style of living rivaled that of the English lords who had preceded him; and it is believed that this extravagance led to embarrassments which afterward caused him to attempt the sale of his country. The Continental Congress resumed its sessions here, and the invaders never again trod the streets of the city. From that time until the close of the war Philadelphia continued to be the center and capital of the struggling colonies.

When peace was proclaimed and the national existence recognized, New York became, for a time, the seat of government; but in 1790 it was removed to Philadelphia, where it remained for ten years, and then was finally fixed at Washington. The re-establishment of the national capital here brought with it Washington, who was then President; John Adams, Vice-President; and Thomas Jefferson, Alexander Hamilton, General Knox, and others who were connected with the cabinet. Not one of the mansions occupied by these men is now standing. Congress held its sessions in the building at the southeast corner of Sixth and Chestnut streets, which still remains, externally, in the condition it then was, the House of Representatives occupying the first floor and the Senate the second. The Supreme Court of the United States sat on the second floor of the building at the corner of Fifth and Chestnut streets, now occupied by the mayor.

After the removal of the seat of government to Washington, Philadelphia lost much of its political prestige, but none of its importance as a place of business. The commerce of the city grew rapidly during the early part of the nineteenth century, and its supremacy in this respect over all American rivals was unquestioned. Trade with the East and West Indies developed into prominence, and the accumulation of wealth by merchants was rapid and vast. Some of the names connected with this commerce are familiar to most readers, and one of them, by the magnificent charity and wonderful foresight of him who bore it, is so blended with Philadelphia that no sketch of the city could be complete without its mention.

Stephen Girard came to Philadelphia in his youth, comparatively poor. He was a Frenchman by birth, but at an early age went to sea and followed it for many years. It was as captain of a ship that he first entered the Delaware, and he continued to make his voyages for some time after he had fixed upon this as his home. Finally he settled down in Philadelphia as a general trader, and by his almost supernatural sagacity and indomitable energy accumulated the largest fortune ever, up to that period, gained by an American. He died in 1832, leaving all his property, with the exception of a few insignificant personal bequests, to the city. At that time his estate, so bequeathed, was estimated at several millions of dollars, and now it is probably worth more than fifty millions. A part of this estate was, by his will, to be devoted to the foundation of a college, which should accommodate not less than three hundred children, who must be poor, white male orphans, between the ages of six and ten years, and who are to be supported and instructed until they arrive at the age of sixteen, when they must be apprenticed to good trades or other useful avocations. To meet this requirement the city erected, on the site designated and bequeathed by Girard, consisting of forty-five acres of ground on Ridge road, a structure at a cost of two millions of dollars, which is one of the most beautiful buildings in America, and the truest specimen of Grecian architecture of modern times. It now contains five hundred and forty-six pupils, and the number is from year to year increased.

As the city grew in population and extent it was found that the divided authority which existed in it and its many suburbs, called districts, was a serious obstacle to the preservation of order. This led to the consolidation, in one municipality and under one charter, of the entire county of Philadelphia, in 1854. By this act it became the largest city in territorial area in America, and second only to London, in Europe. Its limits now embrace one hundred and twenty square miles,—the extreme length, north and south, being twenty-three miles, and the width, from east to west, averaging about five and a half miles. Within this area are embraced a number of suburban villages. Among these, Germantown, Chestnut Hill, and Torresdale, are noted for their elegant residences; Roxborough, Manayunk, Falls of Schuylkill, and Frankford, are celebrated for their manufactories; and Byberry, Holmesburg, and others, are rural villages. Each of these places has its history as well as its peculiarities—the first frequently being as romantic as the second is striking, but they are all now parts of one grand and varied municipality.

During the last few years the commerce of Philadelphia, which had languished for a long time, has been greatly stimulated, and it is probable that within the next decade it will grow to proportions greater than ever before. The transportation system controlled by the Pennsylvania Railroad Company is making Philadelphia a principal outlet for the products



VIEW FROM BELMONT MANSION, FAIRMOUNT PARK.

J.B. Schell

of the West, and the shipping interests of Europe are fast learning that freights can as certainly, conveniently and cheaply be obtained here as at any American port. In consequence of this, regular lines of steamers have already been established, principally through the aid of the Pennsylvania Railroad Company, to and from Antwerp and Liverpool, and irregular steamers are arriving from many other European ports. Sailing vessels from India, China, the West India Islands, South America, and Italy, can at all times be seen loading and unloading at the wharves, and local lines of steamships connect Philadelphia with Havana, New Orleans, Savannah, Wilmington and Charleston.

With a history embracing so much that is interesting to Americans—with resources which have stimulated its manufactories to the highest degree of proficiency and prominence—with superior transportation connections binding it to all portions of the United States—with a comparatively unlimited area open to its growth—with a rich and vast territory tributary to its markets—with its commerce resuscitated and rapidly growing in importance—Philadelphia can fairly claim a position among the great cities of the world.

Population. — Aggregate, 674,022 — native, 490,398 ; foreign, 183,624. Irish, 96,698 ; German, 50,746 ; colored, 22,147.

CAPE MAY.

(See Illustration on back of Map.)

CAPE MAY, eighty-one miles from Philadelphia, is a popular and in some respects the most attractive seaside resort in America. More than half a century ago Cape May was visited by persons in search of health and recreation. It was not, however, until the popularization of steam navigation that it began to develop into the proportions it now presents. Watson, in his "Annals," describing a visit there in 1822, says, it "is a village of about twenty houses, and the streets are very clean and grassy." Within the last quarter of a century its growth has been steady, and it rises now into the grandeur of a city, with beautiful avenues lighted with gas, and commodious hotels and cottages, rivaling the finest metropolitan edifices in magnificence and comfort. It is built upon the extreme point of the cape from which it takes its name, so called after Cornelius Jacobus Méy, a navigator in the service of the Dutch West India Company, who visited Delaware bay in 1623. The territory embraced in Cape May county was purchased from the Indians in 1630, by a Dutch colony—the deed for the purchase being still preserved among the archives of the State of New York, at Albany. This cape forms the eastern shore of Delaware bay, and has the wide Atlantic on its east and south. The bathing-ground is the finest and safest, probably, in the United States—the waves of the mighty ocean rolling in over a wide, shelving shore of smooth sand, and breaking into ripples that chase each other far up the beach. Here, during the season, thousands of bathers, of all ages and both sexes, sport in the waters, while white sails and puffing steamers go gliding by, in plain sight of the beach, to all parts of the world. The sands of the shore, packed into solidity by the ever-recurring tides, form a beautiful drive extending for miles, and pleasure-carriages may be seen rolling along it, so close to the water that the foam of the waves flecks their wheels. The drives to Cold Spring and Diamond Beach, where those bright pebbles, known as "Cape May diamonds," are found, are also popular. Cape May light-house stands within the limits of the city, and away across the waters its twin light, at Cape Henlopen, in Delaware, may be seen—the two marking the entrance into Delaware bay and river. The improvement of Cape May is very rapid, and city lots now readily command prices that twenty years ago would have been considered fabulous. Every season many handsome private cottages are erected. The hotels are numerous—some of them being immense structures, complete and elegant in all their appointments. Every taste can be gratified, and all classes of visitors find satisfactory accommodations. The facility with which Cape May is now reached has made it a popular resort for excursionists, who go by thousands for a "day by the sea and a dip in the surf," and a commodious building for their accommodation has been erected by the West Jersey Railroad Company. Regattas, concerts and balls mingle their delights with the natural attractions of the place, and, during the season, life here is a continuous round of enjoyment and pleasure. The time consumed by the trip between Philadelphia and this "city by the sea" is less than three hours, and the accommodations afforded for the journey are equal to those provided on the best American railroads. Fare, Philadelphia to Cape May, \$2.50 ; Excursion Tickets for the round trip, \$4.00. Fast Express trains will run between Philadelphia and Cape May during the Centennial Exhibition. For particulars see Philadelphia daily papers.

APPENDIX.

LIST OF HOTELS IN PHILADELPHIA.

NAME OF HOTEL.	LOCATION.	CAPACITY.	RATE.	PROPRIETOR.
American Hotel.....	517 and 519 Chestnut Street.....	650	\$4.00	S. M. Heulings.
Alleghany House.....	812 and 814 Market Street.....	300	3.00	A. Beck.
Arch Street House.....	No. 1 Arch Street.....	200	3 00	C. W. Locke.
Allen House.....	1220 Market Street.....	150	2 50	Wm. Christian.
Atlas Hotel.....	Centennial Grounds.....	5,000	European.	John Crump.
Arlington House.....	South Penn Square and Broad Street.....	50	European.	Stephen G. Clark.
Bingham House.....	Eleventh and Market Streets.....	600	4.00	Curlis Davis.
Barley Sheaf Hotel.....	257 North Second Street.....	125	2.50	Pancost, Forsyth & Bro.
Black Bear Hotel.....	425 North Third Street.....	150	2.50	J. W. Kern & Bro.
Black Horse Hotel.....	325 and 327 North Second Street.....	300	2.50	Jacoby & Zetty.
Bald Eagle Hotel.....	413 North Second Street.....	225	2.50	Bederaur & Schmoyer.
Bull's Head Hotel.....	1025 and 1027 Market Street.....	200	2.50	Townsend & Taylor.
Continental Hotel.....	Chestnut Street, corner Ninth.....	1,000	5.00	J. E. Kingsley & Co.
Colonnade Hotel.....	Fifteenth and Chestnut Streets.....	600	5.00	John Crump.
Centennial Palace Hotel.....	Broad Street and Alleghany Avenue.....	2,000	European.	S. C. Altemus, Manager.
Cintra House.....	Broad and Chestnut Streets.....	50	European.	Mrs. Smith.
Central Avenue House.....	831 Market Street.....	250	3.00	O. H. Dash.
Columbia House.....	Broad and Arch Streets.....	125	2.50	Lewis H. Worman.
Commercial Hotel.....	826 Market Street.....	150	2 50	Henry Schlichler.
Clarendon Hotel.....	115 South Eighth Street.....	300	European.	Chas. Kleckner.
Davis Hotel.....	106 and 108 South Delaware Avenue.....	150	2.50	Richard Westcott.
Doyle's Hotel & Restaurant.....	Belmont Avenue, below Elm.....	200	European.	John Doyle.
Eagle Hotel.....	227 North Third Street.....	300	2.50	H. H. Manderbach.
Grey's Hotel.....	Corner Seventh and Chestnut Streets.....	100	European.	F. A. Miller.
Globe Hotel.....	Centennial Grounds.....	3,000	5.00	John A. Rice, Manager.
Grand Union.....	Eleventh Street and Somerset Avenue.....	2,000	European.	
Girard House.....	Ninth and Chestnut Streets.....	1,000	5.00	McKibben, Vosburg & Co.
Gould's Hotel.....	Second and Spruce Streets.....	250	European.	Gould & Co.
Great Western Hotel.....	1313 Market Street.....	250	2 50	Dillinger & Co.
Grand Exposition Hotel.....	Lancaster Avenue, W. P.....	5,000	European.	M. Riley, Manager.
Hotel Aubry.....	West Walnut and Thirty-third Streets.....	3,000	European.	James T. Stover, Manager.
Irving House.....	915 and 917 Walnut Street.....	250	5.00	Woolman Stoke's Sons.
Keystone Hotel.....	Broad and Arch Streets.....	250	European.	Geo. C. Ward.
La Pierre House.....	Broad and Chestnut Streets.....	400	5.00	J. B. Butterworth.
Lawrence Hotel.....	Broad and Callowhill Streets.....	150	2.50	Lindemuth & Lawrence.
Markoe House.....	Chestnut Street above Ninth.....	250	European.	H. M. Beidler.
Masonic Hall Hotel.....	Chestnut St. below Eighth St.....	1,000	European.	S. M. Nash.
Mercantile Hotel.....	23 South Tenth Street.....	100	European.	S. P. Parinley.
Marble Terrace Hotel.....	Thirty-third and Chestnut Streets.....	40	European.	John Crawford.
Merchants' Hotel.....	42-52 North Fourth Street.....	1,000	4 00	S. O. Case & Co.
Merchants' House.....	413 and 415 North Third Street.....	400	3.50	Henry Spahr.
Montgomery Hotel.....	413 and 415 North Sixth Street.....	175	3.50	Geo. W. Jackson.
Mansion House.....	621 and 623 Arch Street.....	150	2.50	Gabel & Elias.
Park Avenue House.....	Park Avenue.....	1,000	European.	
Penn Manor House.....	S.-W. Cor. Eighth and Spring Garden.....	300	2.50	John Pim.
Petry Hotel.....	Broad and Walnut Streets.....	125	European.	C. Petry.
Pennsylvania Farmer Hotel.....	346 and 348 North Third Street.....	200	2.50	
Poulson House.....	813 Walnut Street.....	50	European.	John Poulson.
Revere House.....	923 Chestnut Street.....	150	European.	W. Worman.
Red Lion Hotel.....	472 and 474 North Second Street.....	250	2.50	W. J. Barrett.
Raritan House.....	Front and Vine Streets.....	70	2.50	H. C. Parsons.
Ridgway House.....	No. 1 Market Street.....	300	2.50	J. J. Butterworth.
St. George Hotel.....	Broad and Walnut Streets.....	400	5 00	Ward Bros.
St. Stephen's Hotel.....	1018 and 1020 Chestnut Street.....	400	4 50	Thomas Ashton.
St. Elmo Hotel.....	317 and 319 Arch Street.....	500	2.50 to 3.	Jos. M. Feger.
St. Cloud Hotel.....	Seventh and Arch Streets.....	350	3 00	Geo. W. Mull n.
St. James Hotel.....	310 Race Street.....	200	2.50	Henry Leaman.
St. Charles Hotel.....	54 and 56 North Third Street.....	550	European.	M. Schneek.
Smalley House.....	1227 Filbert Street.....	200	2.50	Col. T. S. Webb.
Trans-Continental Hotel.....	Belmont and Elm Avenues.....	1,000	5.00	J. E. Kingsley & Co.
Union House.....	1314 Arch Street.....	200	3.00	Col. T. S. Webb.
United States Hotel.....	42d Street and Columbia Avenue.....	500	4 00	P. S. Boothby.
Washington House.....	703 and 711 Chestnut Street.....	400	4 00	G. J. Bolton.
West End Hotel.....	1524 Chestnut Street.....	250	European.	Jones, Manager.
Westminster.....		600		W. T. Caleb.
Wyoming House.....	445 North Third Street.....	200	2.50	J. B. Cilliard.
Zeisze Hotel.....	820 and 822 Walnut Street.....	150	2.50	Zeisse & Co.
Hotel.....		40,185		

SUBURBAN HOTELS AND BOARDING HOUSES NEAR PHILADELPHIA.

	CAPACITY.		CAPACITY.
Bryn Mawr Hotel, Bryn Mawr.....	500	Eagle Hotel, Eagle.....	20
Baum's House, Ardmore.....	75	Eagle Boarding House, Eagle.....	50
White Hall Hotel, Bryn Mawr.....	80	Rockwood House, Eagle.....	12
Summit Grove House, Bryn Mawr.....	80	Wild's House, Eagle.....	10
Old Buck House, Bryn Mawr.....	40	Cleaver's House, Reeseville.....	35
Corbin House, Bryn Mawr.....	25	Leeds' House, Reeseville.....	10
Brookfield House, Bryn Mawr.....	20	Stetson's House, Reeseville.....	20
Shalliol House, Bryn Mawr.....	15	Lobb's House, Reeseville.....	40
Bullock House, Bryn Mawr.....	25	Paoli Hotel, Paoli.....	12
Carr's Boarding House, Rosemont.....	50	Eavenson's House, Paoli.....	20
Harman's Boarding House, Rosemont.....	40	Coates' House, Paoli.....	12
Arthur's Boarding House, Rosemont.....	25	Thompson's House, Paoli.....	25
Warner's Boarding House, Rosemont.....	15	Ogden's House, Paoli.....	15
Eachus' Boarding House, Rosemont.....	25	Beale's House, Green Tree.....	25
McKee's Boarding House, Villa Nova.....	7	Thomas' House, Malvern.....	12
Deal's Boarding House, Villa Nova.....	5	Williams' House, Malvern.....	10
Marsh's Boarding House, Wayne.....	12	Dunwoody House, Glen Loch.....	50
Garrett's Boarding House, Wayne.....	35	Stone's House, Glen Loch.....	15
Zeiss' Boarding House, Wayne.....	15	Doan's House, Glen Loch.....	20
Jones' Boarding House, Overbrook.....	10	Barry's House, Glen Loch.....	15
Maxwell's Boarding House, Overbrook.....	15	Oakland Hotel, Oakland.....	40
Smith's Boarding House, Overbrook.....	25	Lionville Hotel, Lionville.....	20
Duffield's Boarding House, Merion.....	7	Lionville Boarding House, Lionville.....	10
Wild Wood Boarding House, Elm.....	10	Pennsylvania Railroad Hotel, Downingtown.....	50
Wayne Hotel, Elm.....	30	Hines' House.....	20
Ardmore Hotel, Ardmore.....	30	Roberts' House, Downingtown.....	12
Morgan's House, Ardmore.....	8		
Wildgoss House, Haverford College.....	20	Total.....	1,824

SUMMER RESORTS NEAR PHILADELPHIA.

Cape May (Seaside Resort).....	capacity, 20,000	Atlantic City (Seaside Resort).....	capacity, 20,000
Long Branch ".....	" 20,000	Spring Lake ".....	" 1,500
Ocean Grove ".....	" 5,000	Sea Girt ".....	" 1,500
Sea Grove ".....	" 1,200	Delaware Water Gap (Mountain Resort).....	" 3,000

These resorts are within three hours, by rail, of the city.

DEPOT ACCOMMODATIONS FOR CENTENNIAL VISITORS.

Realizing the importance of providing suitable facilities and accommodations for the immense number of travelers to the Centennial Exhibition over the Pennsylvania Railroad and its connecting lines, the managers of that organization have constructed, immediately contiguous to the main entrance to the Exhibition grounds, a depot for the exclusive use of Centennial visitors. This depot stands opposite the open space separating the Main Exhibition Building from Machinery Hall, facing the principal entrance gate and the Judge's Pavilion, and in close proximity to several immense hotels and restaurants. It is 340 feet in length by 100 in width, two stories high, and surmounted by six towers. In design it is tasteful and ornamental, comparing favorably with the many beautiful structures erected for the purposes of the Exhibition. The first or ground floor contains a general waiting room, 130 by 100 feet, a ladies' waiting room 81 by 100 feet, a baggage room 49 by 100 feet, a ticket office 30 by 40 feet, a package room 10 by 30 feet, and a number of retiring rooms. All these rooms are handsomely finished, and provided with every convenience. The rooms on the

second floor are for the use of the railroad officials and employees. This depot is reached by a circle of three tracks sweeping from the main roadway. The length of these tracks is four-fifths of a mile, and the diameter of the circle they describe is 600 feet. All trains will enter this circle heading west, and depart from the depot heading east. Three trains can be landing or receiving passengers in front of the depot at the same time, the entire tracks being floored over, and no matter in what direction the trains may come or go, they can be moved without confusion, delay or danger. Seventeen additional sidings have been constructed, connected with this circle, of a length of 1,000 feet each, upon which waiting trains can be run and remain with engines attached, until the time arrives for them to enter upon the circle, receive their passengers, and depart for destination. This arrangement of tracks and sidings is novel, and affords facilities for the transaction, without detention or confusion, of an almost unlimited passenger business.

PATRONS OF HUSBANDRY—ENCAMPMENT NEAR PHILADELPHIA.

For the purpose of accommodating the large number of agriculturists, as well as others, who desire to visit the Centennial Exhibition, the National Grange of the Patrons of Husbandry have established at Elm Station, on the Pennsylvania Railroad, four miles from the Exhibition grounds, an encampment, to remain during the continuance of the great World's Fair. This encampment is beautifully and conveniently located on high ground, well watered and drained. Buildings suitably arranged are now being constructed, to contain lodging rooms, restaurants, periodical, drug and stationery stores, telegraph office, bowling alleys, exhibition halls, etc., which will be completed by the first of May. At that time twelve hundred lodging rooms, with the necessary appurtenances, will be ready for occupancy, and the number will be enlarged as the demand increases. The large hall will be used for religious services on Sundays, and rented for proper amusements during the remaining days of the week. A special police will be on duty to

preserve order, and every arrangement provided for the comfort and pleasure of visitors. The price charged will be uniform, fifty cents for each of three meals, and fifty cents for lodging, making for a full day's accommodations two dollars, but the charges will only be made for meals and lodging had by the visitor. The Pennsylvania Railroad Company have made liberal arrangements for the accommodation of this encampment. Regular trains will stop at Elm Station, where an additional siding 1,100 feet in length has been constructed, to land and take on passengers, and special trains will be run at suitable hours to convey passengers to and from the Exhibition. Round trip tickets will be sold between the encampment and the Exhibition at fifteen cents, and trip tickets at ten cents. Information in reference to this encampment can be obtained by addressing R. H. THOMAS, Secretary, Mechanicsburg, Pa.

LODGING HOUSE AGENCY IN PHILADELPHIA.

An Agency has been established in Philadelphia for the purpose of facilitating Centennial visitors in securing suitable accommodations at reasonable rates. This Agency is controlled by experienced and practical men, familiar with the available household accommodations of Philadelphia, who some months ago submitted their plan of operations to the Board of Finance of the Centennial Exhibition, to the presidents of the great Railways leading from Philadelphia, and to the Mayor of the city, which plan was approved and fully endorsed. Their arrangements now completed will enable them, if necessary, to provide daily for 30,000 strangers in clean, comfortable, well-furnished houses, with two meals of a superior quality, at prices of about \$2 50 per day.

The plan of operations of this Agency is as follows: Tickets will be placed on sale at all the principal railway offices in America and Canada, where excursion tickets will be sold leading to Philadelphia, while like tickets will be sold in Europe. Each of these tickets will provide for one full day's accommodation, which day is to consist of a breakfast, with meat or ham and eggs, tea or coffee, two

kinds of vegetables, etc.; supper (or dinner) equally as substantial as the breakfast; and lodgings, in rooms well furnished, and with clean bedding (the same linen never being used by different persons); parlor or sitting-rooms for use of guests; closets, etc., and in most cases bath-rooms, all without additional cost,—the respectability of the houses in all cases being vouched for. An intending visitor to Philadelphia can purchase as many of these tickets as he may need for one day or one hundred days. Previous to his arrival in the city he will be met on the train by a messenger of the association, who will locate him in one of the rooms at the disposal of the agency, and give him a card showing exactly how he will reach it, either by street car or by special conveyance, and have his baggage forwarded to him in the shortest possible time.

The tickets will be accepted by the proprietor of the house in payment for his accommodations, and if the visitor should have any unused tickets they will be redeemed at the central office of the agency. For full information and special arrangements or accommodations, apply to Wm. HAMILTON, General Superintendent, 1010 Walnut Street, Philadelphia.

PLACES OF INTEREST IN PHILADELPHIA.

Academy of Fine Arts, Broad street above Arch.
Academy of Natural Science, S. W. cor. Nineteenth and Race streets. Open Tuesdays and Fridays, P. M. Admission, 10 cents.

American Philosophical Society, Fifth street below Chestnut.

Athenæum Library, Sixth street below Walnut.

Apprentices' Library, S. W. cor. Fifth and Arch streets.

Blind Asylum, Twentieth and Race streets. Concerts Wednesday P. M. Admission, 15 cents.

Bloekley Almshouse, West Philadelphia. Tickets procured at 42 North Seventh street.

Carpenters' Hall, built in 1770, Chestnut street below Fourth, rear of bank building. In this building the first Colonial Congress held its sessions.

Christ Church, built in 1753, Second street above Market.

County Prison, Eleventh street and Passyunk avenue.

Custom-House, Chestnut street below Fifth.

Deaf and Dumb Asylum, cor. of Broad and Pine streets.

Franklin Institute, Seventh street above Chestnut. Admission free.

Franklin's Grave, S. E. cor. Fifth and Arch streets.

Girard College, Ridge avenue above Nineteenth street.

Historical Society's Library and Hall, Spruce street, between Eighth and Ninth.

House of Correction, near Holmesburg. Reached by Pennsylvania R. R. from Kensington Depot.

House of Refuge, Twenty-third and Brown streets.

Insane Hospital (Kirkbride's), Haverford ave., West Philadelphia.

Independence Hall, Chestnut street below Sixth. Open from 9 A. M. to 4 P. M. In this building the Declaration of Independence was enacted.

Masonic Temple, Broad Street below Arch. Visitors admitted by card from resident members of the order on Thursday from 10 A. M. to 2 P. M.

Mercantile Library, Tenth street above Chestnut.

Naval Asylum, Gray's Ferry Road.

National Museum, Independence Hall. Open from 9 A. M. to 3 P. M. Free.

Navy Yard, League Island, mouth of the Schuylkill River.

Old Swedes' Church, oldest church in Philadelphia, built in 1700, taking the place of Second Swedes' Church, built in 1677. Swanson Street below Christian.

Pennsylvania Hospital, Eighth and Spruce streets.

Penn's Cottage, Letitia street near Market. Letitia street is between Front and Second.

Penn Treaty Monument, Beach and Hanover streets.

Penitentiary (Eastern), Fairmount avenue and Twenty-first street.

Philadelphia Library, (founded by Benjamin Franklin), Fifth street below Chestnut.

School of Design for Women, S. W. corner Merriek and Filbert.

United States Mint, Chestnut street above Thirteenth. Open from 9 A. M. to 12 noon. Free.

University of Pennsylvania, Thirty-sixth and Woodland avenue, West Philadelphia.

Wagner Free Institute, cor. Seventeenth and Montgomery avenue.

Wills Hospital for Eye Diseases, Race street between Eighteenth and Nineteenth.

Young Men's Christian Association, S. E. cor. Fifteenth and Chestnut streets.

Zoological Gardens, situated in a part of Fairmount Park, on the Schuylkill river. The places of interest are the Carnivora-house, the monkey-house, the aviary, the fox-pens, the wolf-pens, the raccoon-house, the prairie dog village, the elephant and rhinoceros houses, the rabbit-house, the eagle aviary, the deer enclosure, the bison-sheds and the bear-pits. The collection of birds and animals is the finest in the United States.

PLACES OF AMUSEMENT IN PHILADELPHIA.

American Academy of Music, Broad and Locust streets.

Walnut Street Theatre, cor. Walnut and Ninth streets.

Chestnut Street Theatre, Chestnut street above Twelfth.

Arch Street Theatre, Arch street above Sixth.

Thomas' Garden, Broad and Master streets.

American Theatre, Chestnut street above Tenth.

Grand Central Variety Theatre, Walnut street above Eighth.

New National Variety Theatre, Teuth and Callowhill streets.

Eleventh Street Opera House, (Ethiopian Minstrels) Eleventh street above Chestnut.

Arch Street Opera House, (Ethiopian Minstrels) Arch street above Tenth.

Wood's Museum, cor. Arch and Ninth streets.

Enoch's Varieties, Seventh street below Arch.

PENNSYLVANIA RAILROAD COMPANY.

THE OLD-ESTABLISHED ROUTE
BETWEEN
NEW YORK AND PHILADELPHIA.

Centennial Excursion Rates from New York and Jersey City.

New York to Philadelphia and Return, Tickets good for 15 days on all trains except Limited Express Trains,	\$5.00
New York to Philadelphia and Return, Tickets good for 15 days on Centennial Excursion Trains only, (leaving Jersey City prior to 7 o'clock a. m., and leaving Philadelphia after 6 o'clock p. m.),	4.00
New York to Philadelphia and Return, Tickets good for 1 day on all trains except Limited Express Trains,	4.00
New York to Philadelphia and Return, Tickets good for 1 day on first-class Centennial Excursion Trains only, (leaving Jersey City prior to 7 o'clock a. m., and leaving Philadelphia after 6 o'clock p. m.);	3.00
New York to Philadelphia and Return, Tickets good for 1 day on second-class Centennial Excursion Trains only, (leaving Jersey City prior to 6 o'clock a. m., and leaving Philadelphia after 7 o'clock p. m.),	2.00
New York to Philadelphia, via Pennsylvania Railroad, returning via Pemberton Junction and Long Branch, Tickets good for 15 days, on all trains except Limited Express Trains, . . .	4.75

PENNSYLVANIA RAILROAD COMPANY.

Summer Excursion Routes from New York

For the Season of 1876.

Excursion Tickets, good for the Round Trip, are sold from May 1st to November 1st, good to return until December 1st, and have all the privileges of First Class Tickets.

Children between Five and Twelve years of age, Half Fare; over Twelve, Full Fare.

SPECIAL NOTICE.

☞ Tickets issued for Hudson River Railroad are good for passage on the boats of People's Line Steamers to Albany, including state-room berth with each ticket, and are also good for passage on the Day Line Steamers.

☞ Tickets between New York and Albany, reading via Day Line Steamers, or via People's Line, are good for passage on the boats of either Line, at the option of the holder.

☞ Tickets via Day Line of Steamers on Hudson River permit the holder to stop off at Catskill or West Point, and are good for passage on Steamer Mary Powell.

☞ Passengers holding through tickets, and passing over Delaware, Lackawanna & Western R. R., via Manunka Chunk, have the privilege of stopping off at the Delaware Water Gap.

☞ Passengers holding through tickets, and passing over Northern Central R. R., between Elmira and Canandaigua, have the privilege of stopping off at Watkins.

☞ Excursion Tickets from Pittsburg or Altoona, reading via Harrisburg and Sunbury, are good via Tyrone and Lock Haven, if so endorsed by the agents at those stations.

☞ Transfers between depots not included except where specially noted.

☞ The destinations of the routes are given alphabetically, and can readily be found by referring to the heading on each page.

ALLEGHANY SPRINGS, VA.

EXCURSION 115.

(Via Bay Line Steamers.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad to Baltimore.
Bay Line Steamers.....to Norfolk.
Atlantic, Mississippi & Ohio Railroad.....to Alleghany.

Returning by same route.

☞ From Alleghany, stages run to the Springs, 3 miles dist.

THROUGH RATE.

From New York.....\$31.00

EXCURSION 401 OR EXCURSION 435.

(Via Washington & Lynchburg.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad to Baltimore.
Balt. & Poto. or Balt. & Ohio Railroad....to Washington.
Wash. City, Va. Mid. & Gt. So. Railroad...to Lynchburg.
Atlantic, Mississippi & Ohio Railroad.....to Alleghany.

Returning by same route.

☞ From Alleghany, stages run to the Springs, 3 miles dist.

THROUGH RATE.

From New York.....\$27.85

EXCURSION 421.

(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad...to Baltimore.
Richmond, York Riv. & Chesa. R.R. Stmr. to West Point.
Richmond, York Riv. & Chesa. Railroad...to Richmond.
Richmond & Danville Railroad.....to Burkeville.
Atlantic, Mississippi & Ohio Railroad....to Alleghany.

Returning by same route.

☞ From Alleghany, stages run to the Springs, 3 miles dist.

THROUGH RATE.

From New York.....\$28.20

☞ Transfer through Richmond included.

ALTOONA, PA.

EXCURSION 2.

Pennsylvania Railroad.....to Altoona.

Returning by same route.

THROUGH RATE.

From New York.....\$14.50

ATLANTIC CITY, N. J.**EXCURSION 21.**

Pennsylvania Railroad.....to Philadelphia.
Camden & Atlantic Railroad.....to Atlantic City
Returning by same route.

THROUGH RATE.

From New York.....\$8.00

AUGUSTA SPRINGS, VA.**EXCURSION 327—G 1 OR EXCURSION 328—G 1.**

(Via Washington and Gordonsville.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad...to Baltimore.
Balt. & Poto. or Balt. & Ohio Railroad...to Washington.
Wash. City, Va. Mid. & Gt. So. Railroad...to Gordonsville.
Chesapeake & Ohio Railroad.....to Staunton.
Stage, 12 miles.....to Augusta Spgs.
Returning by same route.

THROUGH RATE.

From New York.....\$26.85

EXCURSION 420.

(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad...to Baltimore.
Richmond, York Riv. & Chesa. R.R. Stmr.to West Point.
Richmond, York Riv. & Chesa. Railroad...to Richmond.
Chesapeake & Ohio Railroad.....to Staunton.
Stage, 12 miles.....to Augusta Spgs.
Returning by same route.

THROUGH RATE.

From New York.....\$26.85

☞ Transfer through Richmond included.

BATH ALUM SPRINGS, VA.**EXCURSION 327—G 6 OR EXCURSION 328—G 6.**

(Via Washington and Gordonsville.)

Pennsylvania Railroad.....to Philadelphia.
Philadel., Wilmington & Baltimore R. R...to Baltimore.
Balt. & Poto. R. R. or Balt. & Ohio R. R...to Washington.
Wash. City, Vir. Midland & Gt. So. R. R...to Gordonsville.
Chesapeake & Ohio Railroad.....to Millboro'.
Stage, 10 miles.....to Bath Alum Spgs.
Returning by same route.

THROUGH RATE.

From New York.....\$29.60

EXCURSION 417.

(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia.
Phil., Wilmington & Baltimore Railroad...to Baltimore.
Rich., York Riv. & Chesapeake R. R. Stmr.to West Point.
Rich., York Riv. & Chesapeake R. R...to Richmond.
Chesapeake & Ohio Railroad.....to Millboro'.
Stage, 10 miles.....to Bath Alum Spgs.
Returning by same route.

THROUGH RATE.

From New York.....\$29.60

☞ Transfer through Richmond included.

BEACH HAVEN, N. J.**EXCURSION 61.**

Pennsylvania Railroad.....to New Lisbon.
New Jersey Southern Railroad.....to Whiting's Junc.
Tuckertown Railroad.....to Tuckertown.
Steamer.....to Beach Haven.

THROUGH RATE.

From New York.....\$5.00

BEDFORD SPRINGS, PA.**EXCURSION 5.**

Pennsylvania Railroad.....to Huntingdon.
Huntingdon & Broad Top Railroad.....to Mount Dallas.
Pennsylvania Railroad.....to Bedford.
Returning by same route.

THROUGH RATE.

From New York.....\$14.10

BELLEFONTE, PA.**EXCURSION 15.**

Pennsylvania Railroad.....to Bellefonte.
Returning by same route.

THROUGH RATE.

From New York.....\$13.35

EXCURSION 319.

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Lock Haven.
Pennsylvania Railroad.....to Bellefonte.
Returning by same route.

THROUGH RATE.

From New York.....\$13.35

EXCURSION 320.

Pennsylvania Railroad.....to Bellefonte.
Pennsylvania Railroad.....to Lock Haven.
Philadelphia & Erie Railroad.....to Sunbury.
Northern Central Railroad.....to Harrisburg.
Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York.....\$13.35

EXCURSION 321.

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Lock Haven.
Pennsylvania Railroad.....to Bellefonte.
Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York.....\$13.35

BERKLEY SPRINGS, W. VA.**EXCURSION 54.**

Pennsylvania Railroad.....to Philadelphia.
Phil., Wilmington & Baltimore Railroad...to Baltimore.
Baltimore & Ohio Railroad.....to Sir John's Run.
Stage, 5 miles.....to Berkley Springs.
Returning by same route.

THROUGH RATE.

From New York.....\$17 50

CAPE MAY, N. J.**EXCURSION 23.**

Pennsylvania Railroad.....to Philadelphia.
West Jersey Railroad.....to Cape May.
Returning by same route.

THROUGH RATE.

From New York.....\$ 8 00

EXCURSION 24.

Pennsylvania Railroad.....to Philadelphia.
Cape May Steamer.....to Cape May.
Returning by same route.

THROUGH RATE.

From New York.....\$ 7.80
☞ Tickets will not be sold via this route until about July 1st.

EXCURSION 25.

Pennsylvania Railroad.....to Philadelphia.
West Jersey Railroad.....to Cape May.
Cape May Steamer.....to Philadelphia.
Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York.....\$ 8.90
☞ Tickets will not be sold via this route until about July 1st.

EXCURSION 26.

Pennsylvania Railroad.....to Philadelphia.
Cape May Steamer.....to Cape May.
West Jersey Railroad.....to Philadelphia.
Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York.....\$ 8 90
☞ Tickets will not be sold via this route until about July 1st.

EXCURSION 119.

Pennsylvania Railroad.....to Camden.
West Jersey Railroad.....to Cape May.
Returning by same route.

THROUGH RATE.

From New York.....\$8 00

CAPON SPRINGS, W. VA.**EXCURSION 55.**

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore R. R.....to Baltimore.
Baltimore & Ohio Railroad.....to Harper's Ferry.
Winchester & Potomac Railroad.....to Winchester.
Stage, 4 hours' time.....to Capon Springs.
Returning by same route.

THROUGH RATE.

From New York.....\$22 60

CHRISTIANSBURG, VA.**EXCURSION 142—L 1 OR EXCURSION 284—L 1.**

(Via Washington and White Sulphur Springs, returning via Richmond and Norfolk.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad...to Baltimore.
Balt. & Potomac, or Balt. & Ohio R. R...to Washington.
Washington City, Virg. Mid. & Gt. So. R.R.to Gordonsville.
Chesapeake & Ohio Railroad.....to White Sul. Spgs.
Chesapeake & Ohio Railroad.....to Charlottesville.
Washington City, Vir. Mid. & Gt. So. R. R.to Lynchburg.
Atlantic, Mississippi & Ohio Railroad...to Christiansburg.
Atlantic, Mississippi & Ohio Railroad...to Burkeville.
Richmond & Danville Railroad.....to Richmond.
James River Steamboat Co.....to Norfolk.
Bay Line Steamers.....to Baltimore.
Philadelphia, Wil. & Baltimore Railroad...to Philadelphia.
Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York.....\$42.55

☞ Transfer through Richmond included.

EXCURSION 149—L 1 OR EXCURSION 285—L 1.

(Via Washington, returning via Richmond and Washington.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad...to Baltimore.
Baltimore & Potomac, or Bal. & Ohio R. R.to Washington.
Washington City, Vir. Mid. & Gt. So. R. R.to Lynchburg.
Atlantic, Mississippi & Ohio Railroad.....to Christiansburg.
Atlantic, Mississippi & Ohio Railroad.....to Burkeville.
Richmond & Danville Railroad.....to Richmond.
Richmond, Fredericksb'g & Potomac R. R.to Quantico.
Alexandria & Fredericksburg R. R.....to Washington.
Balt. & Potomac, or Balt. & Ohio Railroad.to Baltimore.
Philadelphia, Wil. & Baltimore Railroad..to Philadelphia.
Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York.....\$32.75

Transfer through Richmond included.

EXCURSION 150—L 1 OR EXCURSION 281—L 1.

(Via Washington, returning via Richmond and Norfolk.)

Pennsylvania Railroad.....to Philadelphia
Philadelphia, Wil. & Baltimore Railroad .to Baltimore.
Baltimore & Potomac, or B. & O. Railroad.to Washington.
Washington City, Va. Mid. & Gt. So. R. R.to Lynchburg
Atlantic, Mississippi & Ohio Railroad...to Christiansburg
Atlantic, Mississippi & Ohio Railroad...to Burkeville.
Richmond & Danville Railroad.....to Richmond.
James River Steamboat Co.....to Norfolk.
Bay Line Steamersto Baltimore.
Philadelphia, Wil. & Baltimore Railroad..to Philadelphia.
Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York.....\$33 00

Transfer through Richmond included.

EXCURSION 151—L 1 OR EXCURSION 282—L 1.

(Via Washington, returning via Norfolk.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad .to Baltimore.
Baltimore & Potomac, or Balt. & Ohio R. R.to Washington.
Washington City, Va. Mid. & Gt. So. R. R..to Lynchburg.
Atlantic, Mississippi & Ohio Railroad.....to Christiansburg
Atlantic, Mississippi & Ohio Railroad.....to Norfolk.
Bay Line Steamers.....to Baltimore.
Philadelphia, Wil. & Baltimore Railroad..to Philadelphia.
Pennsylvania Railroad..to New York.

THROUGH RATE.

From New York.....\$33 00

EXCURSION 402 OR EXCURSION 436.

(Via Washington and Lynchburg.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wil. & Baltimore Railroad..to Baltimore.
Baltimore & Potomac, or Balt. & Ohio R.R.to Washington.
Washington City, Va. Mid. & Gt. So. R R.to Lynchburg
Atlantic, Mississippi & Ohio Railroad...to Christiansburg.
Returning by same route

THROUGH RATE.

From New York.....\$27 85

EXCURSION 419.

(Via Baltimore and Richmond.)

Pennsylvania Railroadto Philadelphia
Philadelphia, Wilmington & Balt. R. R...to Baltimore.
Rich., York Riv. & Chespeke. R.R. Steamer.to West Point
Richmd., York Riv. & Chesapeake R. R..to Richmond.
Richmond & Danville Railroad.....to Burkeville.
Atlantic, Mississippi & Ohio Railroad.....to Christiansburg.
Returning by same route.

THROUGH RATE.

From New York.....\$28.20

Transfer through Richmond included.

COLD SULPHUR SPRINGS, VA.

EXCURSION 327—G 3 OR EXCURSION 328—G 3.

(Via Washington and Gordonsville.)

Pennsylvania Railroadto Philadelphia.
Philadelphia, Wilmington & Baltimore R.R.to Baltimore.
Balt. & Potomac or Baltimore & Ohio R. R.to Washington.
Wash. City, Virginia Mid. & Gt Sou. R. R. to Gordonsville.
Chesapeake & Ohio Railroad.....to Goshen.
Stage, 2 miles.to Cold Sulphur Springs
Returning by same route.

THROUGH RATE.

From New York.....\$26 10

EXCURSION 418.

(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wilmington & Baltimore R.R.to Baltimore.
Rich., York Riv. & Chespeke. R.R. Steamer.to West Point.
Richmd., York River & Chesapeake R. R .to Richmond.
Chesapeake & Ohio Railroad.to Goshen
Stage, 2 milesto Cold Sulphur Springs.
Returning by same route.

THROUGH RATE.

From New York.....\$26 10

Transfer through Richmond included.

CRESSON, PA.

EXCURSION 3.

Pennsylvania Railroadto Cresson.
Returning by same route.

THROUGH RATE.

From New York.....\$15 10

DEER PARK, MD.

EXCURSION 433.

Pennsylvania Railroadto Philadelphia.
Philadelphia, Wilmington & Baltimore R.R.to Baltimore.
Baltimore & Ohio Railroad.....to Deer Park.
Returning by same route.

THROUGH RATE.

From New York.....\$19 00

DOUBLING GAP WHITE SULPHUR SPR'GS, PA.

EXCURSION 11.

Pennsylvania Railroadto Harrisburg.
Cumberland Valley Railroad.....to Newville.
Stage, 7 miles.....to Springs
Returning by same route.

THROUGH RATE.

From New York.....\$11.00

DUDLEY, PA.

EXCURSION 4.

Pennsylvania Railroadto Huntingdon.
Huntingdon & Broad Top Railroad.to Dudley.
Returning by same route.

THROUGH RATE.

From New York.....\$13 10

EBENSBURG, PA.

EXCURSION 132.

Pennsylvania Railroadto Ebensburg
Returning by same route.

THROUGH RATE.

From New York.....\$15.55

GENEVA, N. Y.

EXCURSION 635.

(Via Metuchen, Watkins Glen, and Seneca Lake, returning via Canandaigua and Philadelphia.)

Pennsylvania Railroadto Metuchen.
Lehigh Valley Railroad.....to Waverly.
Erie Railroad.....to Elmira.
Northern Central Railroadto Watkins.
Steamer on Seneca Laketo Geneva
New York Central & Hudson River R. R. to Canandaigua.
Northern Central Railroadto Williamsport.
Philadelphia & Erie Railroadto Sunbury.
Northern Central Railroadto Harrisburg.
Pennsylvania Railroadto New York.

THROUGH RATES.

From New York.....\$17.65 | New York, ret'g via Balt.\$20 65
From New York, returning via Washington, \$22.65

EXCURSION 636.

(Via Philadelphia and Canandaigua, returning via Seneca Lake, Watkins Glen, and Metuchen.)

Pennsylvania Railroadto Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.to Williamsport.
Northern Central Railroad.....to Canandaigua.
New York Central & Hudson River R. R..to Geneva.
Steamer on Seneca Lake.....to Watkins.
Northern Central Railroadto Elmira.
Erie Railroad.....to Waverly.
Lehigh Valley Railroadto Metuchen.
Pennsylvania Railroadto New York.

THROUGH RATES.

From New York.....\$17.65 | New York, via Baltimore.\$20.65
From New York, via Washington, \$22 65.

EXCURSION 637.

(Via Metuchen and Watkins Glen, returning via Seneca Lake and Philadelphia.)

Pennsylvania Railroadto Metuchen.
 Lehigh Valley Railroadto Waverly.
 Erie Railroadto Elmira.
 Northern Central Railroadto Watkins.
 Steamer on Seneca Laketo Geneva.
 Steamer on Seneca Laketo Watkins.
 Northern Central Railroadto Williamsport.
 Philadelphia & Erie Railroadto Sunbury.
 Northern Central Railroadto Harrisburg.
 Pennsylvania Railroadto New York.

THROUGH RATES.

From New York\$16.50 | New York, ret'g via Balt. \$19 50
 From New York, returning via Washington, \$21.50

EXCURSION 638.

(Via Philadelphia & Watkins Glen, returning via Seneca Lake and Metuchen.)

Pennsylvania Railroadto Harrisburg.
 Northern Central Railroadto Sunbury.
 Philadelphia & Erie Railroadto Williamsport.
 Northern Central Railroadto Watkins.
 Steamer on Seneca Laketo Geneva.
 Steamer on Seneca Laketo Watkins.
 Northern Central Railroadto Elmira.
 Erie Railroadto Waverly.
 Lehigh Valley Railroadto Metuchen.
 Pennsylvania Railroadto New York.

THROUGH RATES.

From New York\$16.50 | New York, via Baltimore, \$19.50
 From New York, via Washington, \$21.50

GETTYSBURG, PA.

EXCURSION 7.

Pennsylvania Railroadto Hanover.
 Hanover Junction, Han. & Gettysburg R.R. to Gettysburg.
 Returning by same route.

THROUGH RATE.

From New York\$9.35

EXCURSION 14.

Pennsylvania Railroadto Hanover.
 Hanover Junction, Han. & Gettysburg R.R. to Gettysburg.
 A coupon, good for supper, lodging, and breakfast, at Eagle or Springs Hotel, Gettysburg.
 A coupon, good for a ride over the entire battle-field, including the National Cemetery.

Hanover Junction, Han. & Gettysburg R.R. to Hanover.
 Pennsylvania Railroadto New York.

THROUGH RATE.

From New York\$13.60
 These tickets are limited in their use to 10 days from date of issue.

EXCURSION 8.

Pennsylvania Railroadto Harrisburg.
 Northern Central Railroadto York.
 Pennsylvania Railroadto Hanover.
 Hanover Junction, Han. & Gettysburg R.R. to Gettysburg.
 Returning by same route.

THROUGH RATE.

From New York\$10.80

EXCURSION 9.

Pennsylvania Railroadto Hanover.
 Hanover Junction, Han. & Gettysburg R.R. to Gettysburg.
 Hanover Junction, Han. & Gettysburg R.R. to Hanover.
 Pennsylvania Railroadto York.
 Northern Central Railroadto Harrisburg.
 Pennsylvania Railroadto New York.

THROUGH RATE.

From New York\$10.25

EXCURSION 10.

Pennsylvania Railroadto Harrisburg.
 Northern Central Railroadto York.
 Pennsylvania Railroadto Hanover.
 Hanover Junction, Han. & Gettysburg R.R. to Gettysburg.
 Hanover Junction, Han. & Gettysburg R.R. to Hanover.
 Pennsylvania Railroadto New York.

THROUGH RATE.

From New York\$10.25

HEALING SPRINGS, VA.

EXCURSION 327—G 8 OR EXCURSION 328—G 8.

(Via Washington and Gordonsville.)

Pennsylvania Railroadto Philadelphia.
 Philadelphia, Wil. & Baltimore Railroad. to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad. to Washington.
 Wash. City, Va. Mid. & Gt. So. Railroad. to Gordonsville.
 Chesapeake & Ohio Railroad. to Millboro' or Covington.
 Stage, 15 milesto Healing Sprgs.
 Returning by same route.

THROUGH RATE.

From New York\$32.35

EXCURSION 415.

(Via Baltimore and Richmond.)

Pennsylvania Railroadto Philadelphia.
 Philadelphia, Wil. & Baltimore Railroad. to Baltimore.
 Richmond, York Riv. & Ches. & R.R. Stmr. to West Point.
 Richmond, York Riv. & Ches. Railroad. to Richmond.
 Chesapeake & Ohio Railroad. to Millboro' or Covington.
 Stage, 15 milesto Healing Sprgs.

Returning by same route.

THROUGH RATE.

From New York\$32.55
 Transfer through Richmond included.

HOT SPRINGS, VA.

EXCURSION 327—G 9 OR EXCURSION 328—G 9.

(Via Washington and Gordonsville.)

Pennsylvania Railroadto Philadelphia.
 Philadelphia, Wil. & Baltimore Railroad. to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad. to Washington.
 Wash. City, Va. Mid. & Gt. So. Railroad. to Gordonsville.
 Chesapeake & Ohio Railroad. to Millboro' or Covington.
 Stage, 18 milesto Hot Springs.

Returning by same route.

THROUGH RATE.

From New York\$33.35

EXCURSION 416.

(Via Baltimore and Richmond.)

Pennsylvania Railroadto Philadelphia.
 Philadelphia, Wil. & Baltimore Railroad. to Baltimore.
 Richmond, York Riv. & Ches. R.R. Stmr. to West Point.
 Richmond, York Riv. & Ches. Railroad. to Richmond.
 Chesapeake & Ohio Railroad. to Millboro' or Covington.
 Stage, 18 milesto Hot Springs.

Returning by same route.

THROUGH RATE.

From New York\$32.35
 Transfer through Richmond included.

ITHACA, N. Y.

EXCURSION 624.

Pennsylvania Railroadto Metuchen.
 Lehigh Valley Railroadto Sayre.
 Geneva, Ithaca & Athens Railroad. to Ithaca.

Returning by same route.

THROUGH RATE.

From New York\$13.00

JAMESTOWN, N. Y. (CHAUTAUQUA LAKE.)

EXCURSION 627.

(Via Emporium, Olean, and Salamanca, returning via Corry and Williamsport.)

Pennsylvania Railroadto Harrisburg.
 Northern Central Railroadto Sunbury.
 Philadelphia & Erie Railroadto Emporium.
 Buffalo, New York & Phil. Railroad. to Olean.
 Erie Railroadto Salamanca.
 Atlantic & Great Western Railroad. to Jamestown.
 Atlantic & Great Western Railroad. to Corry.
 Philadelphia & Erie Railroad. to Sunbury.
 Northern Central Railroad. to Harrisburg.
 Pennsylvania Railroadto New York.

THROUGH RATES.

From New York\$23.50 | New York, via Balt.\$26.50
 From New York, via Washington, \$25.50

JORDAN ALUM SPRINGS, VA.

EXCURSION 327—G 5 OR EXCURSION 328—G 5.

(Via Washington and Gordonsville.)

Pennsylvania Railroadto Philadelphia.
 Phil., Wilmington & Baltimore Railroad. to Baltimore.
 Balt. & Poto., or Balt. & Ohio Railroad. to Washington.
 Wash. City, Va. Midland & Gt. So. R. R. to Gordonsville.
 Chesapeake & Ohio Railroad. to Millboro'.
 Stage, 5 milesto Jordan Alum Springs.

Returning by same route.

THROUGH RATE.

From New York\$28 35

EXCURSION 423.

(Via Baltimore and Richmond.)

Pennsylvania Railroadto Philadelphia.
 Phil., Wilmington & Baltimore Railroad. to Baltimore.
 Rich., York Riv. & Chesapeake R.R. Stmr. to West Point.
 Rich., York Riv. & Chesapeake Railroad. to Richmond.
 Chesapeake & Ohio Railroad. to Millboro'.
 Stage, 5 milesto Jordan Alum Springs.

Returning by same route.

THROUGH RATE.

From New York\$28 35
 Transfer through Richmond included.

KANE, PA.

EXCURSION 391.

Pennsylvania Railroadto Harrisburg.
 Northern Central Railroadto Sunbury.
 Philadelphia & Erie Railroadto Kane.

Returning by same route.

THROUGH RATE.

From New York\$17 90

LORETTO SPRINGS, PA.

EXCURSION 1.

Pennsylvania Railroadto Kaylor's.

Stage, 4 milesto Springs.

Returning by same route.

Stage transportation not included in ticket.

THROUGH RATE.

From New York\$15.35

LYNCHBURG, VA.

EXCURSION 149 OR EXCURSION 285.

(Returning via Richmond)

Pennsylvania Railroad.....to Philadelphia.

Phil., Wilmington & Baltimore Railroad...to Baltimore.

Balt. & Poto., or Balt. & Ohio Railroad...to Washington.

Wash. City, Va. Midland & Gt. So. R. R...to Lynchburg.

Atlantic, Mississippi & Ohio Railroad...to Burkeville.

Richmond & Danville Railroad...to Richmond.

Rich., Fredericksburg & Poto. Railroad...to Quantico.

Alexandria & Fredericksburg Railroad...to Washington.

Balt. & Poto., or Balt. & Ohio Railroad...to Baltimore.

Phil., Wilmington & Balt. Railroad.....to Philadelphia.

Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York\$27.25

Transfer through Richmond included.

EXCURSION 150 OR EXCURSION 281.

(Returning via Richmond and Norfolk.)

Pennsylvania Railroad.....to Philadelphia.

Phil., Wilmington & Baltimore Railroad...to Baltimore.

Balt. & Poto., or Balt. & Ohio Railroad...to Washington.

Wash. City, Va. Midland & Gt. So. R. R...to Lynchburg.

Atlantic, Mississippi & Ohio Railroad...to Burkeville.

Richmond & Danville Railroad...to Richmond.

James River Steamboat Co.....to Norfolk.

Bay Line Steamers.....to Baltimore.

Phil., Wilmington & Baltimore Railroad...to Philadelphia.

Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York\$27.50

Transfer through Richmond included.

EXCURSION 151 OR EXCURSION 282.

(Returning via Richmond and Norfolk.)

Pennsylvania Railroad.....to Philadelphia.

Phil., Wilmington & Baltimore Railroad...to Baltimore.

Balt. & Poto., or Balt. & Ohio Railroad...to Washington.

Wash. City, Va. Midland & Gt. So. R. R...to Lynchburg.

Atlantic, Mississippi & Ohio Railroad...to Norfolk.

Bay Line Steamers.....to Baltimore.

Phil., Wilmington & Baltimore Railroad...to Philadelphia.

Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York\$26.65

MINNEQUA SPRINGS, PA.

EXCURSION 29.

Pennsylvania Railroad.....to Harrisburg.

Northern Central Railroad.....to Sunbury.

Philadelphia & Erie Railroad.....to Williamsport.

Northern Central Railroad.....to Minnequa.

Returning by same route.

THROUGH RATE.

From New York..\$13.60

MONTGOMERY WHITE SULPHUR SP'GS, VA.

EXCURSION 152.

(Via Bay Line Steamers.)

Pennsylvania Railroad.....to Philadelphia.

Philadelphia, Wil. & Baltimore Railroad...to Baltimore.

Bay Line Steamers.....to Norfolk.

Atlantic, Mississippi & Ohio Railroad...to Big Tunnel.

Returning by same route.

From Blg Tunnel, tramway runs to the Springs, 1 mile distant.

THROUGH RATE.

From New York.....\$31.00

EXCURSION 403 OR EXCURSION 437.

(Via Washington and Lynchburg.)

Pennsylvania Railroad.....to Philadelphia.

Philadelphia, Wil. & Baltimore Railroad...to Baltimore.

Baltimore & Potomac or Bal. & Ohio R. R.to Washington.

Washington City, Va. Mid. & Gt. So. R. R.to Lynchburg.

Atlantic, Mississippi & Ohio Railroad...to Blg Tunnel.

Returning by same route.

From Blg Tunnel, tramway runs to the Springs, 1 mile distant.

THROUGH RATE.

From New York.....\$27.85

EXCURSION 422.

(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia.

Philadelphia, Wil. & Baltimore Railroad...to Baltimore.

Rich., York Riv. & Chesapeake R. R. Stmr..to West Point.

Richmond, York River & Chesapeake R. R.to Richmond.

Richmond & Danville Railroad.....to Burkeville.

Atlantic, Mississippi & Ohio Railroad...to Big Tunnel.

Returning by same route.

From Big Tunnel, tramway runs to the Springs, 1 mile distant.

THROUGH RATE.

From New York.....\$28.20

Transfer through Richmond included.

MONTREAL.

EXCURSION 240.

(Via Watkins Glen, Niagara Falls, and Alexandria Bay, returning via Lake Champlain, Lake George, and Saratoga.)

Pennsylvania Railroad.....to Harrisburg.

Northern Central Railroad.....to Sunbury.

Philadelphia & Erie Railroad.....to Williamsport.

Northern Central Railroad.....to Watkins.

Steamer on Seneca Lake.....to Geneva.

New York Central & Hudson River R. R. to Niagara Falls.

New York Central & Hudson River R. R.to Lewiston.

Rome, Watertown & Ogdensburg R. R...to Cape Vincent.

Steamer "T. S. Faxon".....to Clayton and Alexandria Bay.

Richelieu & Ontario Nav. Co.'s Strs. (meals inc.) to Montreal.

Grand Trunk Railroad.....to St. Johns.

Central Vermont Railroad.....to Burlington.

Steamer on Lake Champlain....to Old Fort Ticonderoga.

Rensselaer & Saratoga Railroad.....to Baldwin.

Steamer "Minnehaha" on Lake George...to Caldwell.

Stage.....to Glen's Falls.

Rensselaer & Saratoga Railroad.....to Saratoga.

Rensselaer & Saratoga Railroad.....to Albany.

Day Line Steamers.....to New York.

THROUGH RATES.

From New York\$39.15 | New York, via Balt....\$42.15

From New York, via Washington, \$44.15

EXCURSION 390.

(Via Watkins Glen, Niagara Falls, and Alexandria Bay, returning via Lake Champlain, Lake George, and Saratoga.)

Pennsylvania Railroad.....to Harrisburg.

Northern Central Railroad.....to Sunbury.

Philadelphia & Erie Railroad.....to Williamsport.

Northern Central Railroad.....to Watkins.

Steamer on Seneca Lake.....to Geneva.

New York Central & Hudson River R. R.to Niagara Falls.

New York Central & Hudson River R. R.to Utica.

Utica & Black River Railroad.....to Clayton.

Steamer "J. H. Kelly".....to Alexandria Bay.

Richelieu & Ont. Nav. Co.'s Strs. (meals inc.) to Montreal.

Grand Trunk Railroad.....to St. Johns.

Central Vermont Railroad.....to Burlington.

Steamer on Lake Champlain....to Old Fort Ticonderoga.

Rensselaer & Saratoga Railroad.....to Baldwin.

Steamer "Minnehaha" on Lake George...to Caldwell.

Stage.....to Glen's Falls.

Rensselaer & Saratoga Railroad.....to Saratoga.

Rensselaer & Saratoga Railroad.....to Albany.

Day Line Steamers.....to New York.

THROUGH RATES.

From New York\$39.15 | New York, via Balt....\$42.15

From New York, via Washington, \$44.15

EXCURSION 241.

(Via Watkins Glen and Alexandria Bay, returning via Lake Champlain, Lake George, and Saratoga.)

Pennsylvania Railroad.....to Harrisburg.

Northern Central Railroad.....to Sunbury.

Philadelphia & Erie Railroad.....to Williamsport.

Northern Central Railroad.....to Watkins.

Steamer on Seneca Lake.....to Geneva.

New York Central & Hudson River R. R.to Syracuse.

Rome, Watertown & Ogdensburg R. R...to Cape Vincent.

Steamer "T. S. Faxon".....to Clayton & Alexandria Bay.

Richelieu & Ont. Nav. Co.'s Strs. (meals inc.) to Montreal.

Grand Trunk Railroad.....to Rouse's Point.

Northern Railroad Dept. D. & H. C. Co. ...to Plattsburg.

Steamer on Lake Champlain.....to Ft. Ticonderoga.

Rensselaer & Saratoga Railroad.....to Baldwin.

Steamer "Minnehaha" on Lake George...to Caldwell.

Stage.....to Glen's Falls.

Rensselaer & Saratoga Railroad.....to Saratoga.

Rensselaer & Saratoga Railroad.....to Albany.

Day Line Steamers.....to New York.

THROUGH RATES.

From New York\$36.65 | New York, via Balt....\$39.65

From New York, via Washington, \$41.65

EXCURSION 339.

(Via Watkins Glen and Alexandria Bay, returning via Lake Champlain, Lake George, and Saratoga.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R.R....to Utica.
Utica & Black River Railroad.....to Clayton.
Steamer "J. H. Kelly".....to Alexandria Bay,
Richelieu & Ont. Nav. Co.'s Strs., (meals inc.) to Montreal.
Grand Trunk Railroad.....to Rouse's Point.
Northern R.R. Dept. D. & H. C. Co.....to Plattsburg.
Steamer on Lake Champlain.....to Ft. Ticonderoga
Rensselaer & Saratoga Railroad.....to Baldwin.
Steamer "Minnehaha" on Lake George..to Caldwell.
Stage.....to Glen's Falls.
Rensselaer & Saratoga Railroad.....to Saratoga.
Rensselaer & Saratoga Railroad.....to Albany.
Day Line Steamers.....to New York,

THROUGH RATES.

From New York.....\$36.65 | New York, via Balt.....\$39.65
From New York, via Washington, \$41.65

MOUNT HOLLY SPRINGS, PA.

EXCURSION 95.

Pennsylvania Railroad.....to Harrisburg.
Cumberland Valley Railroad.....to Carlisle.
South Mountain Railroad.....to Mount Holly.
Returning by same route.

THROUGH RATE.

From New York.....\$11.00

NIAGARA FALLS.

EXCURSION 615.

(Via Williamsport and Canandaigua, returning via New York, all rail.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Canandaigua.
New York Central & Hudson River R. R..to Niagara Falls.
New York Central & Hudson River R. R..to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 48.

(Via Williamsport and Canandaigua, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Canandaigua.
New York Central & Hudson River R. R..to Niagara Falls.
New York Central & Hudson River R. R..to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 49.

(Via Williamsport and Canandaigua, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Canandaigua.
New York Central & Hudson River R. R..to Niagara Falls.
New York Central & Hudson River R. R..to Albany.
People's Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 616.

(Via Watkins Glen, Seneca Lake, and Geneva, returning via N. York, all rail.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R. R..to Niagara Falls.
New York Central & Hudson River R. R..to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 41.

(Via Watkins Glen, Seneca Lake, and Geneva, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R. R..to Niagara Falls.
New York Central & Hudson River R. R..to Albany.
People's Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 113.

(Via Watkins Glen, Seneca Lake, and Geneva, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R. R..to Niagara Falls.
New York Central & Hudson River R. R..to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 257.

(Via Watkins Glen, Seneca Lake, and Geneva, returning via rail and N. York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R. R..to Niagara Falls.
Erie Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 131.

(Via Williamsport and Elmira, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Niagara Falls.
New York Central & Hudson River R. R..to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 177.

(Via Emporium, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Emporium.
Buffalo, New York & Phil. Railroad.....to Buffalo.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
N. Y. Central & Hudson River Railroad...to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 255.

(Via Emporium, returning via rail and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Emporium.
Buffalo, New York & Phil. Railroad.....to Buffalo.
Erie Railroad.....to Niagara Falls.
Erie Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt....\$23.00
From New York, via Washington, \$25.00

EXCURSION 369.

(Via Williamsport and Canandaigua, returning via Binghamton, Hudson River Steamers, and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Canandaigua.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
Erie Railroad.....to Binghamton.
Albany & Susquehanna Railroad.....to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt....\$23.00
From New York, via Washington, \$25.00

EXCURSION 371.

(Via Williamsport, Watkins Glen, Seneca Lake and Geneva, returning via Binghamton, Hudson River Steamers, and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
Erie Railroad.....to Binghamton.
Albany & Susquehanna Railroad.....to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt....\$23.00
From New York, via Washington, \$25.00

EXCURSION 373.

(Via Emporium, returning via Binghamton, Hudson River Steamers, and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Emporium.
Buffalo, New York & Phil. Railroad.....to Buffalo.
Erie Railroad.....to Niagara Falls.
Erie Railroad.....to Binghamton.
Albany & Susquehanna Railroad.....to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.....\$23.00
From New York, via Washington, \$25.00

EXCURSION 617.

(Via Williamsport and Canandaigua, returning via Saratoga and New York, all rail.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Canandaigua.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
N. Y. Central & Hudson River Railroad...to Schenectady.
Rensselaer & Saratoga Railroad.....to Saratoga.
Rensselaer & Saratoga Railroad.....to Troy.
N. Y. Central & Hudson River Railroad...to New York.

THROUGH RATES.

From New York.....\$21.75 | New York, via Balt... \$24.75
From New York, via Washington, \$26.75

EXCURSION 618.

(Via Watkins Glen, Seneca Lake and Geneva, returning via Saratoga and New York, all rail.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia and Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
N. Y. Central & Hudson River Railroad...to Schenectady.
Rensselaer & Saratoga Railroad.....to Saratoga.
Rensselaer & Saratoga Railroad.....to Troy.
N. Y. Central & Hudson River Railroad...to New York.

THROUGH RATES.

From New York.....\$21.75 | New York, via Balt.....\$24.75
From New York, via Washington, \$26.75

EXCURSION 619.

(Via Williamsport and Canandaigua, returning via Saratoga, Hudson River Steamers, and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Canandaigua.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
N. Y. Central & Hudson River Railroad...to Schenectady.
Rensselaer & Saratoga Railroad.....to Saratoga.
Rensselaer & Saratoga Railroad.....to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$21.75 | New York, via Balt.\$24.75
From New York, via Washington, \$26.75

EXCURSION 620.

(Via Watkins Glen, Seneca Lake and Geneva, returning via Saratoga, Hudson River Steamers, and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R.R...to Niagara Falls.
New York Central & Hudson River R.R. to Schenectady.
Rensselaer & Saratoga Railroad.....to Saratoga.
Rensselaer & Saratoga Railroad.....to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$21.75 | New York, via Balt....\$24.75
From New York, via Washington, \$26.75

EXCURSION 453.

(Via Corry and Chautauqua Lake, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Corry.
Buffalo, Corry & Pitts. R.R. to Mayville (Chautauqua Lake)
Buffalo, Corry & Pittsburg Railroad.....to Brocton.
Lake Shore & Michigan Southern R. R....to Buffalo.
New York Central & Hudson River R.R...to Niagara Falls.
New York Central & Hudson River R.R...to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt....\$27.00
From New York, via Washington, \$29.00

EXCURSION 42.

(Via Sunbury, Erie and Buffalo, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Erie.
Lake Shore & Michigan Southern R. R....to Buffalo.
New York Central & Hudson River R. R. to Niagara Falls.
New York Central & Hudson River R. R. to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt..... \$27.00
From New York, via Washington, \$29.00

EXCURSION 363.

(Via Pittsburg, Oil City, and Chautauqua Lake, returning via Albany and Hudson River Steamers.)

Pennsylvania Railroad.....to Pittsburg.
Allegheny Valley Railroad.....to Oil City.
Pittsburg, Titusville & Buffalo Railroad..to Corry.
Buffalo, Corry & Pitts. R.R. to Mayville (Chautauqua Lake).
Buffalo, Corry & Pittsburg Railroad.....to Brocton.
Lake Shore & Michigan Southern R.R....to Buffalo.
New York Central & Hudson River R.R. to Niagara Falls.
New York Central & Hudson River R.R. to Albany.
Day Line Steamers... ..to New York.

THROUGH RATES.

From New York.....\$25.00 | New York, via Balt.....\$28.00
From New York, via Washington, \$30.00

EXCURSION 460.

(Via Metuchen, Elmira and Canandaigua, returning via Williamsport and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
Lehigh Valley Railroad.....to Waverly.
Erie Railroad.....to Elmira.
Northern Central Railroad.....to Canandaigua.
New York Central & Hudson River R. R. to Niagara Falls.
New York Central & Hudson River R.R...to Canandaigua.
Northern Central Railroad.....to Williamsport.
Philadelphia & Erie Railroad.....to Sunbury.
Northern Central Railroad.....to Harrisburg.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, ret'g via Balt.\$23.00
From New York, returning via Washington \$25.00

EXCURSION 461.

(Via Philadelphia and Williamsport, returning via Canandaigua, Elmira and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Canandaigua.
New York Central & Hudson River R.R...to Niagara Falls.
New York Central & Hudson River R. R. to Canandaigua.
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Waverly.
Lehigh Valley Railroad.....to Metuchen.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt..... \$23.00
From New York, via Washington..\$25.00

EXCURSION 462.

(Via Metuchen, Elmira, and Canandaigua, returning via Elmira and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
Lehigh Valley Railroad.....to Waverly.
Erie Railroad.....to Elmira.
Northern Central Railroad.....to Canandaigua.
New York Central & Hudson Riv. Railroad.to Niagara Falls.
Erie Railroad.....to Elmira.
Northern Central Railroad.....to Williamsport.
Philadelphia & Erie Railroad.....to Sunbury.
Northern Central Railroad.....to Harrisburg.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York,ret'g via Balt.\$23.00
From New York, returning via Washington, \$25.00

EXCURSION 463

(Via Philadelphia and Elmira, returning via Canandaigua, Elmira and Metuchen.)

Pennsylvania Railroad.....to Harrisburg
Northern Central Railroad.....to Sunbury
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.. ..to Elmira.
Erie Railroad.....to Niagara Falls.
New York Central & Hudson River R. R. to Canandaigua.
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Waverly.
Lehigh Valley Railroad.....to Metuchen.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York,ret'g via Balt.\$23.00
From New York, returning via Washington, \$25.00

EXCURSION 600.

(Via Metuchen and Watkins Glen, returning via Geneva and Seneca Lake and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Watkins.
 Steamer on Seneca Lake.....to Geneva.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R.R. to Geneva.
 Steamer on Seneca Lake.....to Watkins.
 Northern Central Railroad.....to Williamsport.
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, ret'g via Balt. \$23.00
 From New York, returning via Washington, \$25.00

EXCURSION 601.

(Via Philadelphia and Watkins Glen, returning via Seneca Lake and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Williamsport.
 Northern Central Railroad.....to Watkins.
 Steamer on Seneca Lake.....to Geneva.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R. R. to Geneva.
 Steamer on Seneca Lake.....to Watkins.
 Northern Central Railroad.....to Elmira.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt. ..\$23.00
 From New York, via Washington, \$25.00

EXCURSION 466.

(Via Metuchen, Elmira, and Canandaigua, returning via Emporium and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Canandaigua.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R. R. to Buffalo.
 Buffalo, New York & Philadelphia R. R. to Emporium.
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, ret'g via Balt. \$23.00
 From New York, returning via Washington, \$25.00

EXCURSION 467.

(Via Philadelphia and Emporium, returning via Canandaigua, Elmira, and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Emporium.
 Buffalo, New York & Philadelphia R. R. to Buffalo.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R. R. to Canandaigua.
 Northern Central Railroad.....to Elmira.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.\$23.00
 From New York, via Washington, \$25.00

EXCURSION 484.

(Via Metuchen and Waverly, returning via Emporium and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Niagara Falls.
 Erie Railroad.....to Buffalo.
 Buffalo, New York & Philadelphia R. R. to Emporium.
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, ret'g via Balt. \$23.00
 From New York, returning via Washington, \$25.00

EXCURSION 485.

(Via Philadelphia and Emporium, returning via Waverly and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Emporium.
 Buffalo, New York & Philadelphia R. R. to Buffalo.
 Erie Railroad.....to Niagara Falls.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, via Balt.\$23.00
 From New York, via Washington, \$25.00

EXCURSION 602.

(Via Metuchen, Watkins Glen, Seneca Lake, and Geneva, returning via Emporium and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Watkins.
 Steamer on Seneca Lake.....to Geneva.
 N. Y. Central & Hudson River Railroad...to Niagara Falls.
 N. Y. Central & Hudson River Railroad...to Buffalo.
 Buffalo, New York & Phil. Railroad.to Emporium.
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York, ret'g via Balt. \$23.00
 From New York, returning via Washington, \$25.00

EXCURSION 603.

(Via Philadelphia and Emporium, returning via Geneva, Seneca Lake, Watkins Glen and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Emporium.
 Buffalo, New York & Phil. Railroad.....to Buffalo.
 N. Y. Central & Hudson River Railroad...to Niagara Falls.
 N. Y. Central & Hudson River Railroad...to Geneva.
 Steamer on Seneca Lake.....to Watkins.
 Northern Central Railroad.....to Elmira.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$20.00 | New York via Balt.\$23.00
 From New York via Washington..\$25.00

EXCURSION 468.

(Via Metuchen, Elmira, and Canandaigua, returning via Chautauqua Lake and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Canandaigua.
 N. Y. Central & Hudson River Railroad...to Niagara Falls.
 N. Y. Central & Hudson River Railroad...to Buffalo.
 Lake Shore & Mich. Southern Railroad...to Brocton.
 Buffalo, Corry & Pitts. R.R. to Mayville (Chautauqua Lake).
 Buffalo, Corry & Pittsburg Railroad.to Corry.
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$21.00 | New York, ret'g via Balt. \$27.00
 From New York, returning via Washington, \$29.00

EXCURSION 469.

(Via Philadelphia and Chautauqua Lake, returning via Canandaigua, Elmira and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Corry.
 Buffalo, Corry & Pitts. R. R. to Mayville (Chautauqua Lake).
 Buffalo, Corry & Pittsburg Railroad.....to Brocton.
 Lake Shore & Mich. Southern Railroad...to Buffalo.
 N. Y. Central & Hudson River Railroad...to Niagara Falls.
 N. Y. Central & Hudson River Railroad...to Canandaigua.
 Northern Central Railroad.....to Elmira.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt.\$27.00
 From New York, via Washington..\$29.00

EXCURSION 486.

(Via Metuchen and Waverly, returning via Chautauqua Lake and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Niagara Falls.
 Erie Railroad.....to Buffalo.
 Lake Shore & Michigan Southern R.R. to Brocton.
 Buffalo, Corry & Pitts. R.R. to Mayville (Chautauqua Lake).
 Buffalo, Corry & Pittsburg Railroad.....to Corry.
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, ret'g via Balt. \$27.00
 From New York, returning via Washington, \$29.00

EXCURSION 487.

(Via Philadelphia & Chautauqua Lake, returning via Waverly and Metuchen.)
 Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Corry.
 Buffalo, Corry & Pitts. R.R. to Mayville (Chautauqua Lake.)
 Buffalo, Corry & Pittsburg Railroad.....to Brocton.
 Lake Shore & Michigan Southern R. R. to Buffalo.
 Erie Railroad.....to Niagara Falls.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt.....\$27.00
 From New York, via Washington..\$29.00

EXCURSION 604.

(Via Metuchen, Watkins Glen, Seneca Lake, and Geneva, returning via Chautauqua Lake and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Watkins.
 Steamer on Seneca Lake.....to Geneva.
 New York Central & Hudson River R.R. to Niagara Falls.
 New York Central & Hudson River R.R. to Buffalo.
 Lake Shore & Michigan Southern Railroad to Brocton.
 Buffalo, Corry & Pitts. R.R. to Mayville (Chautauqua Lake.)
 Buffalo, Corry & Pittsburg Railroad.....to Corry.
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, ret'g via Balt.\$27.00
 From New York, returning via Washington, \$29.00

EXCURSION 605.

(Via Philadelphia and Chautauqua Lake, returning via Geneva, Seneca Lake, Watkins Glen, and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Corry.
 Buffalo, Corry & Pitts. R.R. to Mayville (Chautauqua Lake.)
 Buffalo, Corry & Pittsburg Railroad.....to Brocton.
 Lake Shore & Michigan Southern R.R. to Buffalo.
 New York Central & Hudson River R.R. to Niagara Falls.
 New York Central & Hudson River R.R. to Geneva.
 Steamer on Seneca Lake.....to Watkins.
 Northern Central Railroad.....to Elmira.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt.....\$27.00
 From New York, via Washington..\$29.00

EXCURSION 470.

(Via Metuchen, Elmira, and Canandaigua, returning via Chautauqua Lake, Pittsburg, and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Canandaigua.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R. R. to Buffalo.
 Lake Shore & Michigan Southern Railroad to Brocton.
 Buffalo, Corry & Pittsburg R.R. to Mayville (Chautauqua Lake)
 Buffalo, Corry & Pittsburg Railroad.....to Corry.
 Pittsburg, Titusville & Buffalo Railroad...to Oil City.
 Allegheny Valley Railroad.....to Pittsburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$25.00 | New York, ret'g via Balt \$28.00
 From New York, returning via Washington, \$30.00

EXCURSION 471.

(Via Philadelphia, Pittsburg and Chautauqua Lake, returning via Canandaigua, Elmira and Metuchen.)

Pennsylvania Railroad.....to Pittsburg.
 Allegheny Valley Railroad.....to Oil City.
 Pittsburg, Titusville & Buffalo Railroad...to Corry.
 Buffalo, Corry & Pitts. R. R. to Mayville (Chautauqua Lake).
 Buffalo, Corry & Pittsburg Railroad.....to Brocton.
 Lake Shore & Michigan Southern Railroad to Buffalo.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R. R. to Canandaigua.
 Northern Central Railroad.....to Elmira.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$25.00 | New York, via Balt.....\$28.00
 From New York, via Washington..\$30.00

EXCURSION 488.

(Via Metuchen and Waverly, returning via Chautauqua Lake, Pittsburg and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Niagara Falls.
 Erie Railroad.....to Buffalo.
 Lake Shore & Michigan Southern Railroad to Brocton.
 Buffalo, Corry & Pitts. R. R. to Mayville (Chautauqua Lake.)
 Buffalo, Corry & Pittsburg Railroad.....to Corry.
 Pittsburg, Titusville & Buffalo Railroad...to Oil City.
 Allegheny Valley Railroad.....to Pittsburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$25.00 | New York, ret'g via Balt.\$28.00
 From New York, returning via Washington, \$30.00

EXCURSION 489.

(Via Philadelphia, Pittsburg and Chautauqua Lake, returning via Waverly and Metuchen.)

Pennsylvania Railroad.....to Pittsburg.
 Allegheny Valley Railroad.....to Oil City.
 Pittsburg, Titusville & Buffalo Railroad...to Corry.
 Buffalo, Corry & Pitts. R. R. to Mayville (Chautauqua Lake.)
 Buffalo, Corry & Pittsburg Railroad.....to Brocton.
 Lake Shore & Michigan Southern Railroad to Buffalo.
 Erie Railroad.....to Niagara Falls.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$25.00 | New York, via Balt....\$28.00
 From New York, via Washington..\$30.00

EXCURSION 606.

(Via Metuchen, Watkins Glen, Seneca Lake and Geneva, returning via Chautauqua Lake, Pittsburg and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Watkins.
 Steamer on Seneca Lake.....to Geneva.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R. R. to Buffalo.
 Lake Shore & Michigan Southern R. R. to Brocton.
 Buffalo, Corry & Pitts. R. R. to Mayville (Chautauqua Lake.)
 Buffalo, Corry & Pittsburg Railroad.....to Corry.
 Pittsburg, Titusville & Buffalo Railroad...to Oil City.
 Allegheny Valley Railroad.....to Pittsburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$25.00 | New York, ret'g via Balt.\$28.00
 From New York, returning via Washington, \$30.00

EXCURSION 607.

(Via Philadelphia, Pittsburg, and Chautauqua Lake, returning via Geneva, Seneca Lake, Watkins Glen, and Metuchen.)

Pennsylvania Railroad.....to Pittsburg.
 Allegheny Valley Railroad.....to Oil City.
 Pittsburg, Titusville & Buffalo Railroad...to Corry.
 Buff., Corry & Pitts. R. R. to Mayville (Chautauqua Lake).
 Buffalo, Corry & Pittsburg Railroad.....to Brocton.
 Lake Shore & Michigan Southern R. R. to Buffalo.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R. R. to Geneva.
 Steamer on Seneca Lake.....to Watkins.
 Northern Central Railroad.....to Elmira.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$25.00 | New York, via Balt....\$28.00
 From New York, via Washington, \$30.00

EXCURSION 472.

(Via Metuchen, Elmira, and Canandaigua, returning via Erie and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Canandaigua.
 New York Central & Hudson River R. R. to Niagara Falls.
 New York Central & Hudson River R. R. to Buffalo.
 Lake Shore & Michigan Southern R. R. to Erie.
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, ret'g via Balt.\$27.00
 From New York, returning via Washington, \$29.00

EXCURSION 473.

(Via Philadelphia and Erie, returning via Canandaigua, Elmira and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Erie.
Lake Shore & Michigan Southern R. R....to Buffalo.
New York Central & Hudson River R. R...to Niagara Falls.
New York Central & Hudson River R. R...to Canandaigua.
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Waverly.
Lehigh Valley Railroad.....to Metuchen.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt... \$27.00
From New York, via Washington, \$29.00

EXCURSION 490.

(Via Metuchen and Waverly, returning via Erie and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
Lehigh Valley Railroad.....to Waverly.
Erie Railroad.....to Niagara Falls.
Erie Railroad.....to Buffalo.
Lake Shore & Michigan Southern R. R....to Erie.
Philadelphia & Erie Railroad.....to Sunbury.
Northern Central Railroad.....to Harrisburg.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York..... \$24.00 | New York, ret'g via Balt.\$27.00
From New York, returning via Washington, \$29.00

EXCURSION 491.

(Via Philadelphia and Erie, returning via Waverly and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Erie.
Lake Shore & Michigan Southern R. R....to Buffalo.
Erie Railroad.....to Niagara Falls.
Erie Railroad.....to Waverly.
Lehigh Valley Railroad.....to Metuchen.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York..... \$24.00 | New York, via Balt....\$27.00
From New York, via Washington, \$29.00

EXCURSION 608.

(Via Metuchen, Watkins Glen, Seneca Lake, and Geneva, returning via Erie and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
Lehigh Valley Railroad.....to Waverly.
Erie Railroad.....to Elmira.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
N. Y. Central & Hudson River Railroad...to Buffalo.
Lake Shore & Mich. Southern Railroad...to Erie.
Philadelphia & Erie Railroad.....to Sunbury.
Northern Central Railroad...to Harrisburg.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York... ..\$24.00 | New York, ret'g via Balt.\$27.00
From New York, returning via Washington, \$29.00

EXCURSION 609.

(Via Philadelphia and Erie, returning via Geneva, Seneca Lake, Watkins Glen, and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Erie.
Lake Shore & Mich. Southern Railroad...to Buffalo.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
N. Y. Central & Hudson River Railroad...to Geneva.
Steamer on Seneca Lake.....to Watkins.
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Waverly.
Lehigh Valley Railroad.....to Metuchen.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt... ..\$27.00
From New York, via Washington..\$29.00

EXCURSION 474.

(Via Metuchen, Elmira, and Canandaigua, returning via Erie, Pittsburg and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
Lehigh Valley Railroad.....to Waverly.
Erie Railroad.....to Elmira.
Northern Central Railroad.....to Canandaigua.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
N. Y. Central & Hudson River Railroad...to Buffalo.
Lake Shore & Mich. Southern Railroad...to Erie.
Erie & Pittsburg Railroad.....to Pittsburg.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, ret'g via Balt.\$27.00
From New York, returning via Washington, \$29.00

EXCURSION 475.

(Via Philadelphia, Pittsburg, and Erie, returning via Canandaigua, Elmira, and Metuchen.)

Pennsylvania Railroad.....to Pittsburg.
Pittsburg, Ft. Wayne & Chicago Railroad.to Erie.
Lake Shore & Mich. Southern Railroad...to Buffalo.
N. Y. Central & Hudson River Railroad...to Niagara Falls.
N. Y. Central & Hudson River Railroad...to Canandaigua.
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Waverly.
Lehigh Valley Railroad.....to Metuchen.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt....\$27.00
From New York, via Washington..\$29.00

EXCURSION 492.

(Via Metuchen and Waverly, returning via Erie, Pittsburg and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
Lehigh Valley Railroad.....to Waverly.
Erie Railroad.....to Niagara Falls.
Erie Railroad.....to Buffalo.
Lake Shore & Mich. Southern Railroad...to Erie.
Erie & Pittsburg Railroad.....to Pittsburg.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York..... \$24.00 | New York, ret'g via Balt.\$27.00
From New York, returning via Washington, \$29.00

EXCURSION 493.

(Via Philadelphia, Pittsburg and Erie, returning via Waverly and Metuchen.)

Pennsylvania Railroad... ..to Pittsburg.
Pittsburg, Ft. Wayne & Chicago Railroad.to Erie.
Lake Shore & Mich. Southern Railroad...to Buffalo.
Erie Railroad.....to Niagara Falls.
Erie Railroad.....to Waverly.
Lehigh Valley Railroad.....to Metuchen.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt....\$27.00
From New York, via Washington..\$29.00

EXCURSION 610.

(Via Metuchen, Watkins Glen, Seneca Lake, and Geneva, returning via Erie, Pittsburg, and Philadelphia.)

Pennsylvania Railroad.....to Metuchen.
Lehigh Valley Railroad.....to Waverly.
Erie Railroad.....to Elmira.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R. R...to Niagara Falls.
New York Central & Hudson River R. R...to Buffalo.
Lake Shore & Michigan Southern R. R....to Erie.
Erie & Pittsburg R. R.....to Pittsburg.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, ret'g via Balt.\$27.00
From New York, returning via Washington, \$29.00

EXCURSION 611.

(Via Philadelphia, Pittsburg, and Erie, returning via Geneva, Seneca Lake, Watkins Glen, and Metuchen.)

Pennsylvania Railroad.....to Pittsburg.
Pittsburg, Fort Wayne & Chicago R. R...to Erie.
Lake Shore & Michigan Southern R. R....to Buffalo.
New York Central & Hudson River R. R...to Niagara Falls.
New York Central & Hudson River R. R...to Geneva.
Steamer on Seneca Lake.....to Watkins.
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Waverly.
Lehigh Valley Railroad.....to Metuchen.
Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$24.00 | New York, via Balt....\$27.00
From New York, via Washington, \$29.00

NORFOLK, VA.

EXCURSION 201 OR EXCURSION 283.

(Via Bay Line Steamers, returning via Richmond and Washington.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wilmington & Balt. R. R....to Baltimore.
Bay Line Steamers.....to Norfolk.
Atlantic, Mississippi & Ohio Railroad....to Petersburg.
Richmond & Petersburg Railroad.....to Richmond.
Richmond, Fredericksb'g & Potomac R. R.to Quantico.
Alexandria & Fredericksburg Railroad...to Washington.
Balt. & Potomac R. R. or Balt. & Ohio R.R.to Baltimore.
Philadelphia, Wilmington & Balt. R. R....to Philadelphia.
Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York.....\$22.40

ORKNEY SPRINGS, VA.**EXCURSION 439 OR EXCURSION 440**

Pennsylvania Railroad to Philadelphia.
 Philadelphia, Wilmington & Balt. R. R. to Baltimore.
 Balt. & Potomac R. R. or Balt. & Ohio R.R. to Washington.
 Baltimore & Ohio Railroad to Mt. Jackson.
 Stage, 12 miles to Orkney Springs
 Returning by same route.

THROUGH RATE

From New York \$21 50

OVID CENTRE, N. Y.

(For Cayuga Lake.)

EXCURSION 623.

Pennsylvania Railroad to Metuchen.
 Lehigh Valley Railroad to Sayre.
 Geneva, Ithaca & Athens Railroad to Ovid Centre.
 Returning by same route.

THROUGH RATE.

From New York \$13 80

PORTSMOUTH, VA.**EXCURSION 203 OR EXCURSION 277.**

(Via Bay Line Steamers, returning via Richmond and Washington.)

Pennsylvania Railroad to Philadelphia
 Philadelphia, Wilmington & Balt. R. R. to Baltimore
 Bay Line Steamers to Portsmouth
 James River Steamboat Company to Richmond.
 Richmond, Fredericksburg & Potomac R.R. to Quantico.
 Alexandria & Fredericksburg Railroad to Washington.
 Balt. & Potomac R.R. or Balt. & Ohio R. R. to Baltimore.
 Philadelphia, Wilmington & Balt. R. R. to Philadelphia
 Pennsylvania Railroad to New York.

THROUGH RATE

From New York \$21 20

☞ Transfer through Richmond included.

RAWLEY SPRINGS, VA.**EXCURSION 280 OR EXCURSION 286.**

Pennsylvania Railroad to Philadelphia.
 Philadelphia, Wilmington & Balt. R. R. to Baltimore.
 Balt. & Potomac R. R. or Balt. & Ohio R. R. to Washington.
 Baltimore & Ohio Railroad to Harrisonburg.
 Stage, 11 miles to Rawley Springs
 Returning by same route.

THROUGH RATE.

From New York \$23 00

RENOVO, PA.**EXCURSION 6.**

Pennsylvania Railroad to Harrisburg.
 Northern Central Railroad to Sunbury.
 Philadelphia & Erie Railroad to Renovo.
 Returning by same route.

THROUGH RATE.

From New York \$13.85

RICHMOND, VA.**EXCURSION 205 OR EXCURSION 64.**

(Via Washington, returning via Norfolk and Bay Line Steamers.)

Pennsylvania Railroad to Philadelphia.
 Philadelphia, Wil. & Baltimore Railroad. to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad. to Washington.
 Wash. City, Va. Mid. & Gt. Southern R.R. to Gordonsville.
 Chesapeake & Ohio Railroad to Richmond.
 James River Steamboat Co. to Norfolk.
 Bay Line Steamers to Baltimore.
 Philadelphia, Wil. & Baltimore Railroad. to Philadelphia.
 Pennsylvania Railroad to New York.

THROUGH RATE.

From New York \$22.05

☞ Transfer through Richmond included.

EXCURSION 206 OR EXCURSION 65.

(Via Washington, returning via Norfolk and Bay Line Steamers.)

Pennsylvania Railroad to Philadelphia.
 Philadelphia, Wil. & Baltimore Railroad. to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad. to Washington.
 Wash. City, Va. Mid. & Gt. So. Railroad. to Gordonsville.
 Chesapeake & Ohio Railroad to Richmond.
 Richmond & Petersburg Railroad to Petersburg.
 Atlantic, Mississippi & Ohio Railroad. to Norfolk.
 Bay Line Steamers to Baltimore.
 Philadelphia, Wil. & Baltimore Railroad. to Philadelphia.
 Pennsylvania Railroad to New York.

THROUGH RATE.

From New York \$23.25

☞ Transfer through Richmond included.

ROBERTSDALE, PA.**EXCURSION 432.**

Pennsylvania Railroad to Mount Union.
 East Broad Top Railroad to Robertsdale.
 Returning by same route.

THROUGH RATE.

From New York \$13.16

ROCKBRIDGE ALUM SPRINGS, VA.**EXCURSION 327—G 4 OR EXCURSION 328—G 4.**

(Via Washington and Gordonsville.)

Pennsylvania Railroad to Philadelphia.
 Philadelphia, Wil. & Baltimore Railroad. to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad. to Washington.
 Wash. City, Va. Mid. & Gt. So. Railroad. to Gordonsville.
 Chesapeake & Ohio Railroad to Goshen or Millboro'.
 Stage, 6 miles to Rockbridge Alum Springs.
 Returning by same route.

THROUGH RATE

From New York \$28 35

EXCURSION 424.

(Via Baltimore and Richmond.)

Pennsylvania Railroad to Philadelphia.
 Philadelphia, Wil. & Baltimore Railroad. to Baltimore.
 Rich., York River & Ches. R.R. stmr. to West Point.
 Rich., York River & Chesapeake R.R. to Richmond.
 Chesapeake & Ohio Railroad to Goshen or Millboro'.
 Stage, 6 miles to Rockbridge Alum Springs
 Returning by same route.

THROUGH RATE.

From New York \$28 35

☞ Transfer through Richmond included

ROCKBRIDGE BATHS, VA.**EXCURSION 327—G 2 OR EXCURSION 328—G 2.**

(Via Washington and Gordonsville.)

Pennsylvania Railroad to Philadelphia.
 Phil. Wilmington & Baltimore Railroad. to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad. to Washington.
 Wash. City, Va. Midland & Gt. So. R. R. to Gordonsville.
 Chesapeake & Ohio Railroad to Goshen.
 Stage, 10 miles to Rockbridge Baths
 Returning by same route.

THROUGH RATE.

From New York \$27.60

EXCURSION 425.

(Via Baltimore and Richmond.)

Pennsylvania Railroad to Philadelphia.
 Phil. Wilmington & Baltimore Railroad. to Baltimore.
 Rich. York Riv. & Chesapeake R.R. Stmr. to West Point.
 Rich., York Riv. & Chesapeake Railroad. to Richmond.
 Chesapeake & Ohio Railroad to Goshen.
 Stage, 10 miles to Rockbridge Baths.
 Returning by same route.

THROUGH RATE

From New York \$27.60

☞ Transfer through Richmond included.

SARATOGA SPRINGS, N. Y.**EXCURSION 88.**

(Via Watkins Glen, Seneca Lake and Geneva, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad to Harrisburg.
 Northern Central Railroad to Sunbury.
 Philadelphia & Erie Railroad to Williamsport.
 Northern Central Railroad to Watkins.
 Steamer on Seneca Lake to Geneva.
 N. Y. Central & Hudson River Railroad. to Schenectady.
 Rensselaer & Saratoga Railroad to Saratoga.
 Rensselaer & Saratoga Railroad to Albany.
 People's Line Steamers to New York.

THROUGH RATES

From New York \$17 90 | New York, via Balt. \$20.90

From New York, via Washington. \$22 90

EXCURSION 214.

(Via Watkins Glen, Seneca Lake and Geneva, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad to Harrisburg.
 Northern Central Railroad to Sunbury.
 Philadelphia & Erie Railroad to Williamsport.
 Northern Central Railroad to Watkins.
 Steamer on Seneca Lake to Geneva.
 N. Y. Central & Hudson River Railroad. to Schenectady.
 Rensselaer & Saratoga Railroad to Saratoga.
 Rensselaer & Saratoga Railroad to Albany.
 Day Line Steamers to New York.

THROUGH RATES.

From New York \$17.90 | New York, via Balt. \$20.90

From New York, via Washington. \$22.90

EXCURSION 89.
(Via Williamsport, Elmira, and Binghamton, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Binghamton
Albany & Susquehanna Railroad.....to Albany.
Rensselaer & Saratoga Railroad.....to Saratoga.
Rensselaer & Saratoga Railroad.....to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.
From New York.....\$16 50 | New York, via Balt.....\$19 50
From New York via Washington..\$21.50

SHARON SPRINGS, N. Y.
EXCURSION 66
(Via Williamsport and Elmira, returning via Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Elmira.
Erie Railroad.....to Binghamton.
Albany & Susquehanna Railroad.....to Sharon Springs.
Albany & Susquehanna Railroad.....to Albany.
Day Line Steamers.....to New York.

THROUGH RATES.
From New York.....\$16.00 | New York, via Balt.....\$19.00
From New York, via Washington..\$21.00

SHENANDOAH ALUM SPRINGS, VA.
EXCURSION 441 OR EXCURSION 442.

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wilmington & Balt. R. R....to Baltimore.
Balt. & Potomac R. R. or Balt. & Ohio R.R.to Washington.
Baltimore & Ohio Railroad.....to Mt. Jackson.
Stage, 12 miles.....to Shenandoah Alum Springs.
Returning by same route.

THROUGH RATE.
From New York.....\$21 50

SQUAN, N. J.
EXCURSION 3556 R.

Pennsylvania Railroad.....to Jamesburg.
Freehold & Jamesburg Agricultural R. R.to Squan.

THROUGH RATE.
From New York.....\$2 9

SWEET SPRINGS, W. VA.
EXCURSION 327—G 11 OR EXCURSION 328—G 11.
(Via Washington and Gordonsville.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wilmington & Balt. R. R....to Baltimore.
Balt. & Potomac R. R. or Balt. & Ohio R.R.to Washington.
Washington City, Va. Mid. & Gt. Sou. R. R.to Gordonsville.
Chesapeake & Ohio Railroad.....to Allegheny.
Stage, 10 miles.....to Sweet Springs.
Returning by same route

THROUGH RATE.
From New York.....\$30 35

EXCURSION 427.
(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia
Philadelphia, Wilmington & Balt. R. R....to Baltimore.
Rich., York Riv. & Chesa. R. R.Steamer.to West Point.
Richmond, York River & Chesapeake R.R.to Richmond.
Chesapeake & Ohio R. R.....to Allegheny.
Stage, 10 miles.....to Sweet Springs.
Returning by same route.

THROUGH RATE
From New York.....\$30 35
Transfer through Richmond included.

SWEET CHALYBEATE SPRINGS, VA.
EXCURSION 327—G 10 OR EXCURSION 328—G 10.
(Via Washington and Gordonsville.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wilmington & Balt. R. R....to Baltimore.
Balt. & Potomac R. R. or Balt. & Ohio R.R to Washington.
Washington City, Va. Mid. & Gt. Sou. R.R.to Gordonsville.
Chesapeake & Ohio Railroad.....to Allegheny.
Stage, 9 miles.....to Sweet Chalybeate Springs.
Returning by same route.

THROUGH RATE.
From New York.....\$30.35

EXCURSION 426.
(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wilmington & Balt. R. R....to Baltimore.
Rich., York Riv. & Chesa. R. R. Steamer to West Point.
Richmond, York River & Chesapeake R.R.to Richmond.
Chesapeake & Ohio Railroad.....to Allegheny.
Stage 9 miles.....to Sweet Chalybeate Springs.
Returning by same route.

THROUGH RATE.
From New York.....\$30 35
Transfer through Richmond included.

TUCKERTON, N. J.
EXCURSION 60.

Pennsylvania Railroad.....to New Lisbon.
New Jersey Southern Railroad.....to Whittings Junc.
Tuckerton Railroad.....to Tuckerton.

THROUGH RATE.
From New York.....\$4.75

WARM SPRINGS, PA.
EXCURSION 12

Pennsylvania Railroad.....to Huntingdon.
Stage, 5 miles.....to Warm Springs Hotel.
Returning by same route.

THROUGH RATE.
From New York.....\$13.10
Stage transportation is not included.

WARM SPRINGS, VA.
EXCURSION 327—G 7 OR EXCURSION 328—G 7.
(Via Washington and Gordonsville.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wilmington & Balt. R. R....to Baltimore.
Balt. & Poto. or Balt. & Ohio Railroad....to Washington.
Wash. City, Va. Mid & Gt. So. Railroad...to Gordonsville.
Chesapeake & Ohio Railroad.....to Millboro'.
Stage, 15 miles.....to Warm Springs.
Returning by same route.

THROUGH RATE
From New York.....\$31.10

EXCURSION 423
(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia.
Philadelphia, Wilmington & Balt. R. R....to Baltimore.
Richmond, York Riv & Chesa. R. R. Str..to West Point.
Richmond, York Riv. & Chesapeake R. R.to Richmond.
Chesapeake & Ohio Railroad.....to Millboro'.
Stage 15 miles.....to Warm Springs.
Returning by same route

THROUGH RATE.
From New York.....\$31.10
Transfer through Richmond included.

WATKINS GLEN, N. Y.
EXCURSION 16.

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Returning by same route.

THROUGH RATE.
From New York.....\$16 00

EXCURSION 232.
(Via Williamsport, returning via Seneca Lake, Geneva, Hudson River Steamers and New York.)

Pennsylvania Railroad.....to Harrisburg
Northern Central Railroad.....to Sunbury
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R. R.to Albany.
Day Line Steamers.....to New York.

THROUGH RATES
From New York.....\$16 00 | New York, via Balt.....\$19.00
From New York, via Washington, \$21 00

EXCURSION 645.
(Via Williamsport, returning via Seneca Lake and rail from Geneva.)

Pennsylvania Railroad.....to Harrisburg.
Northern Central Railroad.....to Sunbury.
Philadelphia & Erie Railroad.....to Williamsport.
Northern Central Railroad.....to Watkins.
Steamer on Seneca Lake.....to Geneva.
New York Central & Hudson River R. R. to New York.

THROUGH RATES.
From New York.....\$16.00 | New York, via Balt\$19 00
From New York, via Washington. \$21.00

EXCURSION 444.

(Via Metuchen and Elmira, returning via Williamsport and Philadelphia.)

Pennsylvania Railroad.....to Metuchen
 Lehigh Valley Railroad.....to Waverly.
 Erie Railroad.....to Elmira.
 Northern Central Railroad.....to Watkins.
 Northern Central Railroad.....to Williamsport
 Philadelphia & Erie Railroad.....to Sunbury.
 Northern Central Railroad.....to Harrisburg.
 Pennsylvania Railroad.....to New York.

THROUGH RATES

From New York\$15 00 | New York, ret g via Balt.\$18 00
 From New York, returning via Washington, \$20 00

EXCURSION 445.

(Via Philadelphia and Williamsport, returning via Elmira and Metuchen.)

Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Williamsport.
 Northern Central Railroad.....to Watkins.
 Northern Central Railroad.....to Elmira.
 Erie Railroad.....to Waverly.
 Lehigh Valley Railroad.....to Metuchen.
 Pennsylvania Railroad.....to New York.

THROUGH RATES.

From New York.....\$15 00 | New York, via Balt... \$18 00
 From New York, via Washington, \$20 00

WHITE SULPHUR SPRINGS (GREENBRIER),
W. VA.

EXCURSION 139 OR EXCURSION 314.

(Via Washington and Gordonsville.)

Pennsylvania Railroad.....to Philadelphia
 Philadelphia Wilmington & Balt. R. R. .to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad.....to Washington.
 Wash. City Va. Mid. & Gt. So. Railroad .to Gordonsville.
 Chesapeake & Ohio Railroad.....to White Sulphur Springs.
 Returning by same route.

THROUGH RATE:

From New York.....\$27 35

EXCURSION 429.

(Via Baltimore and Richmond.)

Pennsylvania Railroad.....to Philadelphia.
 Philadelphia, Wil & Baltimore Railroad to Baltimore.
 Richmond, York Riv & Chesa. R.R. Stmr.to West Point.
 Richmond, York Riv. & Chesa R.R.....to Richmond.
 Chesapeake & Ohio Railroad.....to White Sulphur Springs.
 Returning by same route

THROUGH RATE

From New York.....\$27.35
 ☞ Transfer through Richmond included.

EXCURSION 140 OR EXCURSION 312.

Pennsylvania Railroad.....to Philadelphia.
 Philadelphia Wil & Baltimore Railroad .to Baltimore
 Balt. & Poto. or Balt. & Ohio Railroad .to Washington.
 Wash. City, Va. Mid. & Gt. So. Railroad..to Gordonsville.
 Chesapeake & Ohio Railroad.....to White Sulphur Springs.
 Chesapeake & Ohio Railroad.....to Richmond.
 Richmond, Fredericksburg & Poto. R.R..to Quantico.
 Alexandria & Fredericksburg R.R.....to Washington.
 Balt. & Poto. or Balt. & Ohio Railroad....to Baltimore.
 Philadelphia, Wil. & Baltimore Railroad..to Philadelphia.
 Pennsylvania Railroad.....to New York.

THROUGH RATE

From New York.....\$31 75
 ☞ Transfer through Richmond included.

EXCURSION 141 OR EXCURSION 313.

Pennsylvania Railroad.....to Philadelphia
 Philadelphia Wil. & Baltimore Railroad to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad...to Washington.
 Wash. City, Va. Mid. & Gt. So. R. R.to Gordonsville.
 Chesapeake & Ohio Railroad.....to White Sulphur Springs
 Chesapeake & Ohio Railroad.....to Richmond.
 James River Steamboat Co.....to Norfolk.
 Bay Line Steamers.....to Baltimore.
 Philadelphia, Wil. & Baltimore Railroad to Philadelphia.
 Pennsylvania Railroad.....to New York.

THROUGH RATE

From New York\$32.00
 ☞ Transfer through Richmond included.

EXCURSION 142 OR EXCURSION 284.

Pennsylvania Railroad.....to Philadelphia.
 Philadelphia, Wil & Baltimore Railroad to Baltimore.
 Balt. & Poto. or Balt. & Ohio Railroad .to Washington.
 Wash. City, Va. Mid & Gt. So Railroad .to Gordonsville.
 Chesapeake & Ohio Railroad .to White Sulphur Springs.
 Chesapeake & Ohio Railroad.....to Charlottesville.
 Wash. City, Va Mid. & Gt So. Railroad to Lynehberg.
 Atlantic, Mississippi & Ohio Railroad.to Burkeville.
 Richmond & Danville Railroadto Richmond.
 James River Steamboat Co.....to Norfolk.
 Bay Line Steamers.....to Baltimore.
 Philadelphia, Wil & Baltimore Railroad to Philadelphia.
 Pennsylvania Railroad.....to New York.

THROUGH RATE.

From New York\$37 05
 ☞ Transfer through Richmond included.

WILD CAT FALLS, PA.

EXCURSION 430.

Pennsylvania Railroad.....to Wild Cat Falls
 Returning by same route.

THROUGH RATE

From New York\$9 30

WILLIAMSPORT, PA.

EXCURSION 13.

Pennsylvania Railroad.....to Harrisburg.
 Northern Central Railroad.....to Sunbury.
 Philadelphia & Erie Railroad.....to Williamsport.
 Returning by same route.

THROUGH RATE

From New York\$10 00

YELLOW SULPHUR SPRINGS, VA.

EXCURSION 239.

(Via Bay Line Steamers.)

Pennsylvania Railroad.....to Philadelphia.
 Phil. Wilmington & Baltimore Railroad .to Baltimore.
 Bay Line Steamers.....to Norfolk
 Atlantic, Mississippi & Ohio Railroad....to Christiansburg.
 Returning by same route.

☞ From Christiansburg stages run to the Springs, 3 miles distant.

THROUGH RATE

From New York.....\$31 00

SUMMER EXCURSION TICKETS

IN

BOSTON.

All forms of Excursion Tickets included in this book, when rates are given from New York, are sold at the Offices of the Pennsylvania Railroad Company, Nos. 203 and 205 Washington Street, Boston.
 Tourists have choice of Routes between Boston and New York.

THE
Pennsylvania Railroad Company

Have on sale at their offices in

**Boston, New York, Philadelphia, Washington
Baltimore, Pittsburg,**

And other principal Points on their Lines, the most comprehensive and complete system of

Summer Excursion Tickets

**Issued in the World, reaching all places of interest
and attraction in the**

**Eastern, Middle and Southern States
AND IN THE DOMINION OF CANADA.**

**These Tickets are sold at the Lowest Rates, and afford all
the privileges of First-Class Travel.**

TOURISTS IN AMERICA

**Should avail themselves of these superior advantages, and
thus secure the maximum of enjoyment
at the minimum of expense.**

L. P. FARMER,
Ass't Gen'l Passenger Agent.

D. M. BOYD, Jr.,
Gen'l Passenger Agent.

Pennsylvania Railroad—New York Division.

1876. SUMMER ARRANGEMENT 1876.

—) OF (—

Through Trains and Rates

—) BETWEEN (—

NEW YORK and PHILADELPHIA.

NEW YORK TO PHILADELPHIA.						PHILADELPHIA TO NEW YORK.				
LEAVE New York.	ARRIVE Cent'l Depot.	ARRIVE West Phila.	Single Fare.	Daily Ex. Tkts.	15-Day Ex. Tkts.	LEAVE Cent'l Depot.	LEAVE West Phila.	ARRIVE New York.	Single Fare.	2-Day Ex. Tkts.
5.25 a.m.	9.20 a.m.			\$2.00	\$4.00		2.40 a.m.	6.15 a.m.	\$2.65	\$5.00
6.25 "	9.30 "		\$2.65	3.00	4.00		3.30 "	6.45 "	2.65	5.00
6.55 "		10.55 a.m.	2.65	4.00	5.00		7.00 "	11.15 "	2.65	5.00
7.25 "	10.10 "		2.65	4.00	5.00	7.15 a.m.	*7.20 "	10.05 "	2.65	5.00
7.25 "		10.15 "	2.65	4.00	5.00	8.15 "	*8.30 "	11.45 "	2.65	5.00
7.55 "	10.40 "		2.65	4.00	5.00	10.30 "	*11.00 "	2.05 p.m.	2.65	5.00
*8.35 "	12.30 p.m.	12.05 p.m.	2.65	4.00	5.00		1.25 p.m.	3.55 "	3.65	
9.25 "		12.10 "	3.65			1.15 p.m.	*1.35 "	5.05 "	2.65	5.00
*9.25 "	12.50 "	12.45 "	2.65	4.00	5.00		2.30 "	7.35 "	2.65	5.00
*12.25 p.m.	4.10 "	3.50 "	2.65	4.00	5.00	2.50 "	*3.10 "	6.05 "	2.65	5.00
*2.55 "	6.10 "	6.00 "	2.65	4.00	5.00		3.45 "	6.45 "	2.65	5.00
*3.55 "	7.10 "	6.50 "	2.65	4.00	5.00	4.00 "		6.45 "	2.65	5.00
4.05 "		7.35 "	2.65	4.00	5.00	5.30 "		8.15 "	2.65	5.00
4.55 "		7.50 "	2.65	4.00	5.00		5.30 "	8.35 "	2.65	5.00
5.55 "		8.50 "	2.65	4.00	5.00	6.00 "		8.45 "	2.65	5.00
6.55 "		10.40 "	2.65	4.00	5.00		7.00 "	10.15 "	2.65	5.00
8.25 "		11.40 "	2.65	4.00	5.00	7 05 "		10.55 "	2.65	5.00
8.55 "		12.45 a.m.	2.65	4.00	5.00		7.35 "	10.15 "	2.65	5.00
1.55 a.m.		4.38 "	2.65	4.00	5.00		12.00 ngt.	5.00 a.m.	2.65	5.00

Trains marked thus * connect at Germantown Junction with local trains running direct to and from Centennial Depot, on which all through tickets will be honored without extra charge. Trains marked thus || leave daily. All other trains except Sunday.

SPECIAL NOTICE.

\$2.00 Daily Excursion Tickets from New York are good to return only on train leaving Centennial Depot at 7.05 p. m.
\$3.00 Daily Excursion Tickets, and \$4.00 Excursion Tickets, with fifteen days limit, are good to return only on trains leaving Centennial Depot at 6.00 p. m. and 7.05 p. m.
\$4.00 Daily Excursion Tickets, and \$5.00 Tickets, with fifteen days limit, are good to return on any train excepting that leaving West Philadelphia at 1.25 p. m.

PARLOR AND SLEEPING CARS
NEW YORK AND PHILADELPHIA.

PARLOR CARS.

WESTWARD.				EASTWARD.			
Leave NEW YORK			7.25 a. m.	Leave PHILADELPHIA			7.20 a. m.
" "			8.35 "	" "			8.30 "
" "	(Limited)		9.25 "	" "			11.00 "
" "			9.25 "	" "	(Limited)		1.25 p.m.
" "			12.25 p. m.	" "			1.35 "
" "			2.55 "	" "			3.10 "
" "			3.55 "	" "			3.45 "
" "			4.55 "	" "			5.30 "
" "			8.25 "	" "			7.00 "
				" "			7.35 "

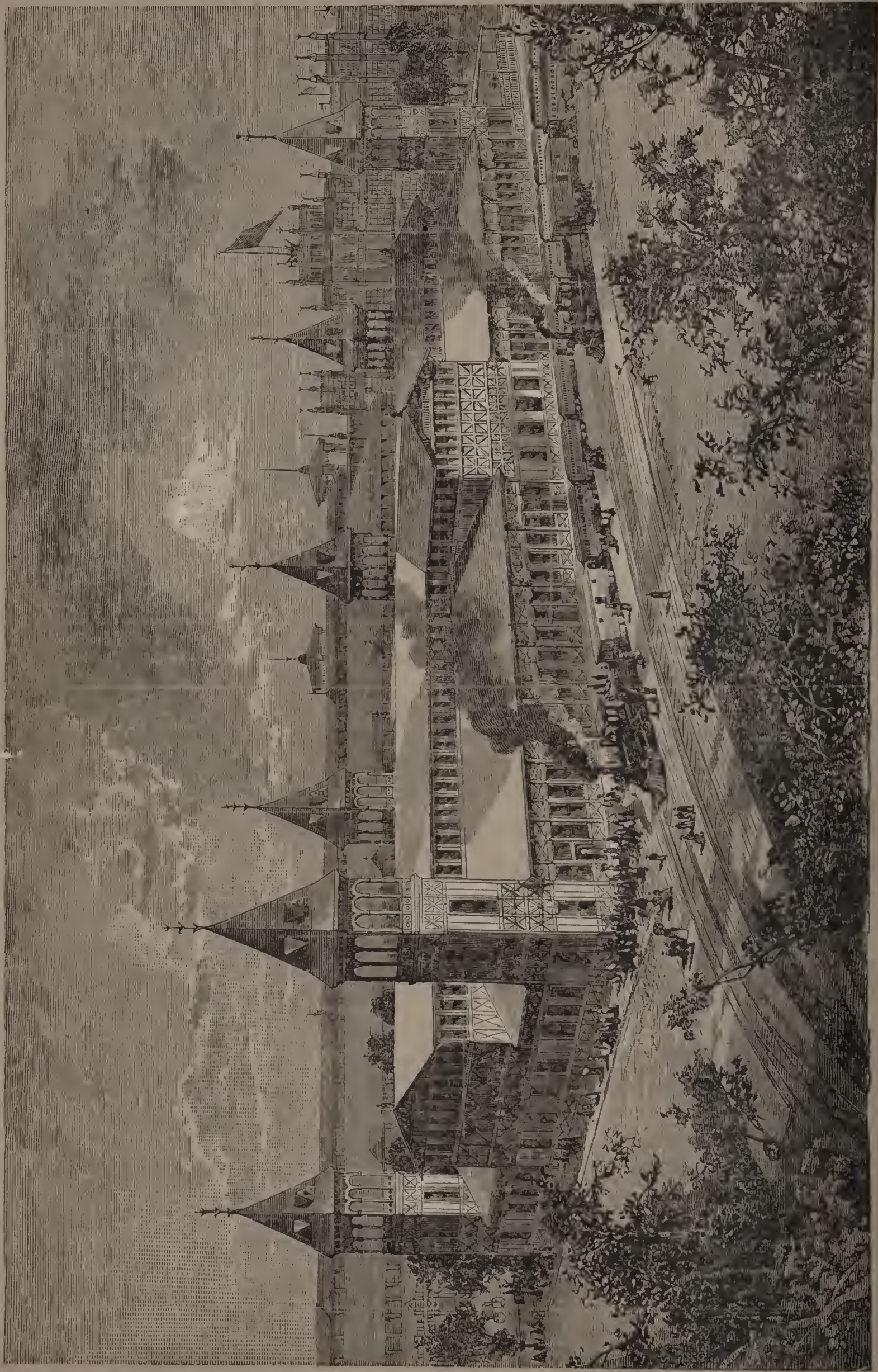
On Sunday, train with Pullman Parlor Car attached leaves New York 4.55 p. m.; trains leave Philadelphia 8.30 a. m., 3.45 and 7.35 p. m.

SLEEPING CARS.

WESTWARD.		EASTWARD.	
Leave NEW YORK, (ex. Sunday)	11.55 p. m.	Leave PHILADELPHIA, (daily)	12.00 midt.

Passengers who so desire, can occupy the car at any time after 10.00 p. m., and remain undisturbed until 8.00 a. m.

FRANK THOMSON, Gen'l Manager. F. W. JACKSON, Gen'l Superintendent. D. M. BOYD, Jr., Gen'l Passenger Agent.

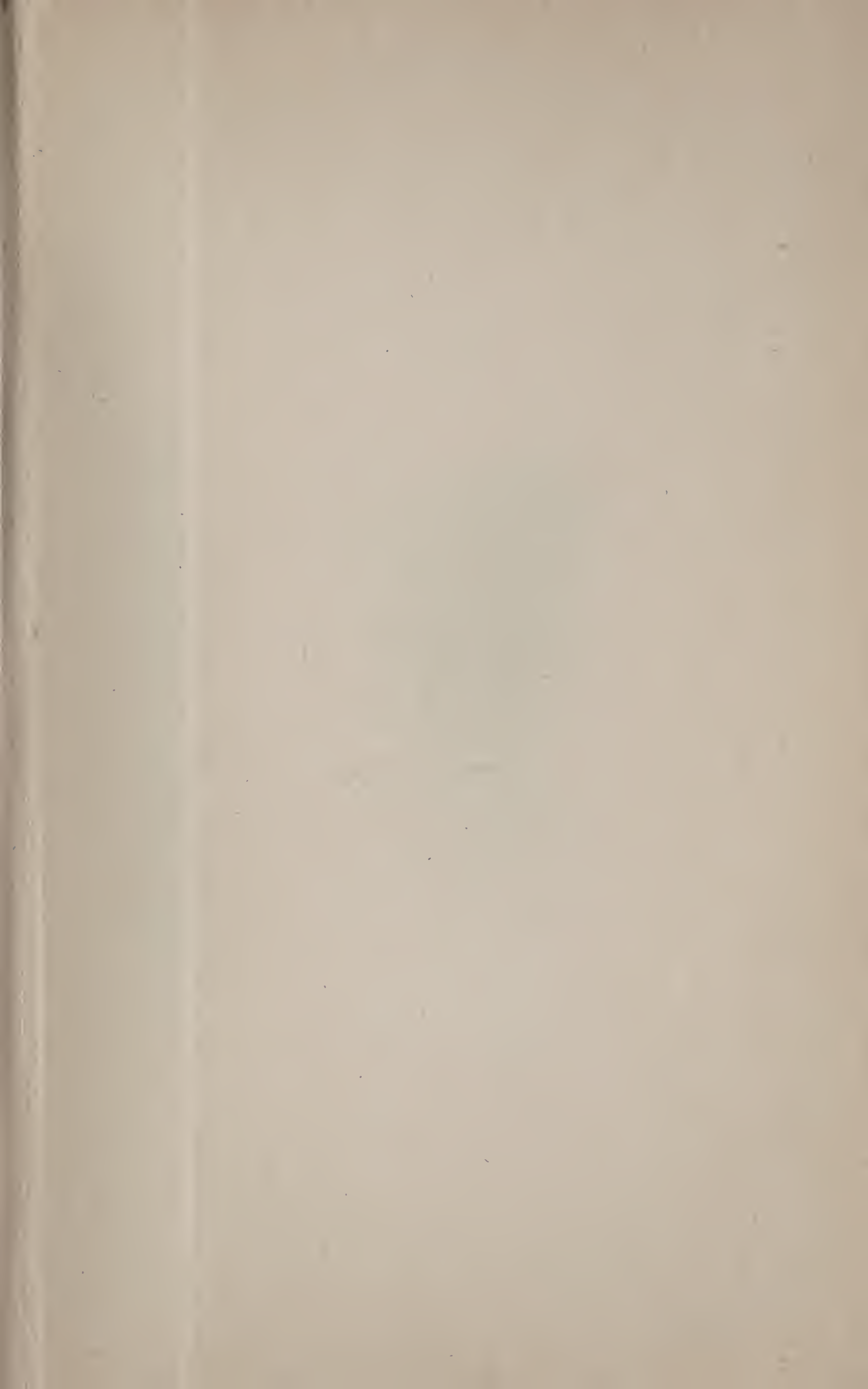


CENTENNIAL DEPOT. PENNSYLVANIA RAILROAD

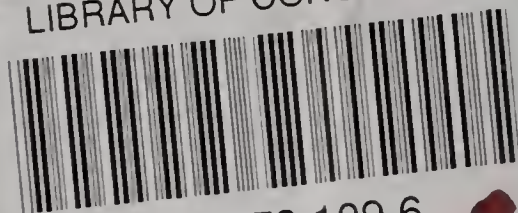
Deacidified using the Bookkeeper process.
Neutralizing agent: Magnesium Oxide
Treatment Date: Oct. 2003

PreservationTechnologies
A WORLD LEADER IN PAPER PRESERVATION

111 Thomson Park Drive
Cranberry Township, PA 16066
(724) 779-2111



LIBRARY OF CONGRESS



0 011 373 109 6